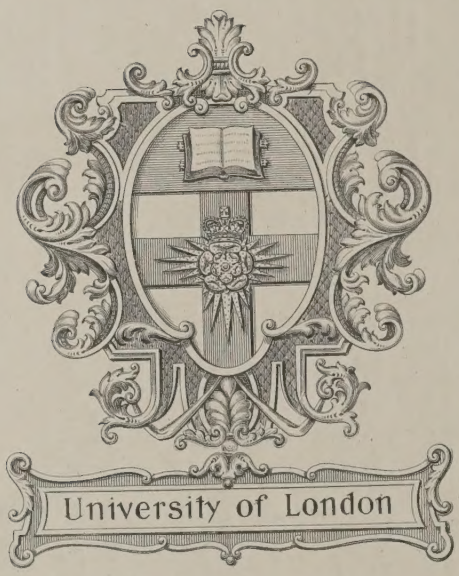
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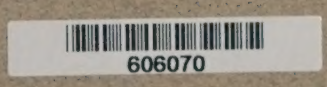
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ACCOUNTS AND PAPERS:

THIRTY-EIGHT VOLUMES.

—*(25.)*—

SHIPPING (UNITED KINGDOM).

Session

5 *February* —— 21 *August* 1867.

VOL. LXIII.

1867.

ACCOUNTS AND PAPERS:

1867.

THIRTY-EIGHT VOLUMES:—CONTENTS OF THE

TWENTY-FIFTH VOLUME.

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RETURN "of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of *Great Britain* and *Ireland*, including the *Isle of Man* and the *Channel Islands*, distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1866:"

"Similar RETURN of STEAM VESSELS and their TONNAGE:"

"RETURN of the NUMBER and TONNAGE of VESSELS that Entered and Cleared Coastwise, at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and *Channel Islands* (including their repeated Voyages), distinguishing British from Foreign Vessels, and Steam from Sailing Vessels, between the 31st day of December 1865 and the 31st day of December 1866:"

"Like RETURN from and to the COLONIES, further distinguishing British from Foreign Vessels; also, from and to FOREIGN PORTS, also distinguishing British from Foreign Vessels:"

"Aggregate RETURN of the NUMBER and TONNAGE of VESSELS Entered and Cleared at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and *Channel Islands* (including their repeated Voyages), in the Coasting, Colonial, and Foreign Trades, in the Year 1866; distinguishing British from Foreign Vessels:"

"RETURN of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of the Colonies of the United Kingdom respectively, distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1866:"

"Similar RETURN of STEAM VESSELS and their TONNAGE:"

"RETURNS of the NUMBER and TONNAGE of NEW VESSELS Built in the United Kingdom, and at each of the British Possessions respectively (distinguishing Timber from Iron and Steam from Sailing Vessels), and Registered as British Ships in the Year 1866:"

"Of the NUMBER of VESSELS, with their TONNAGE (distinguishing Timber from Iron and Steam from Sailing Vessels), that were Registered in the United Kingdom as NEW SHIPS; similar RETURN of VESSELS Sold and Transferred; similar RETURN of VESSELS Wrecked; and, similar RETURN of VESSELS Broken up, in the Year 1866:"

"Of the NUMBER of COLONIAL-BUILT VESSELS, and their TONNAGE, Registered at each of the Ports of the United Kingdom, in the Year 1866; distinguishing the Number and Tonnage of each Colony respectively:"

"Similar RETURN of the NUMBER of FOREIGN-BUILT VESSELS and their TONNAGE:"

"And, RETURN of the SHIPPING employed in the Trade of the United Kingdom, exhibiting the NUMBER and TONNAGE of VESSELS that Entered Inwards and Cleared Outwards (including their repeated Voyages); separating British from Foreign Vessels, also Steam from Sailing Vessels, and distinguishing the Trade with each Country, in the Year 1866 (in continuation of Parliamentary Paper, No. 302, of Session 1866)."

Board of Trade,
June 1867.

T. H. FARRER.

(*Mr. Ingham.*)

Ordered, by The House of Commons, *to be Printed,*
6 *June* 1867.

RETURN of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of *Great Britain* and *Ireland*, including the *Isle of Man* and *Channel Islands*, distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1866:—Also, a Similar RETURN of STEAM VESSELS and their TONNAGE.

	SAILING VESSELS				STEAM VESSELS			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	94	3,263	298	38,126	1	21	5	474
Arundel	33	1,016	46	7,187	—	—	—	—
Barnstaple	56	1,843	33	3,045	1	15	—	—
Beaumaris	135	4,535	168	15,345	—	—	—	—
Berwick	13	462	14	1,464	1	11	—	—
Bideford	56	1,822	77	9,569	—	—	—	—
Boston	84	2,943	55	4,407	1	15	—	—
Bridgwater	74	2,867	57	10,089	5	77	3	306
Bridport	-	-	10	1,692	—	—	—	—
Bristol	167	4,798	162	52,505	20	552	29	4,129
Brixham	8	274	56	8,036	—	—	—	—
Caernarvon	170	5,601	370	39,792	2	33	2	226
Cardiff	30	872	56	17,110	31	558	6	870
Cardigan	98	2,890	60	6,144	—	—	—	—
Carlisle	10	340	13	1,754	1	27	7	1,671
Chepstow	37	1,003	11	873	—	—	—	—
Chester	51	1,796	75	5,537	2	59	7	2,258
Colchester	232	4,408	97	13,097	—	—	—	—
Cowes	146	3,809	66	7,444	4	136	2	208
Dartmouth	112	3,675	174	22,347	6	165	1	130
Deal	7	175	7	928	—	—	—	—
Dover	34	919	23	2,894	1	22	2	134
Exeter	32	855	90	12,909	1	13	—	—
Falmouth	42	1,344	91	14,734	6	178	—	—
Faversham	199	5,933	210	30,702	2	22	—	—
Fleetwood	41	1,249	40	7,599	1	17	4	1,338
Folkestone	6	84	26	3,747	—	—	—	—
Fowey	38	1,341	143	14,673	—	—	—	—
Gainsborough	13	514	2	112	5	140	5	405
Gloucester	266	7,460	67	8,859	5	143	1	63
Goole	206	8,579	310	22,665	6	156	12	2,570
Grimsby	170	5,479	72	5,218	4	76	12	4,475
Hartlepool	4	96	103	25,126	-	-	2	1,416
Ditto, West	6	172	73	15,664	4	52	16	7,272
Harwich	63	2,023	60	6,441	—	—	—	—
Hayle	2	36	25	3,418	-	-	2	461
Hull	341	13,161	169	30,027	14	248	93	42,822
Ipswich	53	1,702	128	14,516	6	262	4	355
Lancaster	33	1,192	150	24,213	3	70	7	1,437
Liverpool	272	9,642	2,297	1,316,675	56	1,749	373	203,915
Llanelly	22	640	64	9,296	6	155	1	79
Lowestoft	179	4,424	58	6,348	3	58	2	569
Lyme	6	204	14	1,572	—	—	—	—
Lynn	60	2,088	84	11,346	—	—	—	—
Maldon	109	3,670	66	7,765	—	—	—	—
Maryport	10	200	112	22,439	4	99	—	—
Middlesborough	14	457	57	10,059	25	577	11	3,624
Milford	74	1,956	54	8,896	2	51	—	—
Newcastle	161	4,350	304	107,992	88	1,670	48	20,328
Newhaven	17	318	19	3,116	1	16	6	1,066
Newport	13	529	99	23,392	4	110	2	324
Padstow	45	1,833	85	10,915	—	—	—	—
Penzance	21	612	80	9,244	—	—	—	—
Plymouth	220	6,552	196	41,244	12	397	1	59
Poole	41	1,158	59	8,389	2	45	—	—
Portsmouth	145	3,691	109	12,497	6	135	5	324
Preston	54	1,971	57	5,376	6	152	1	279
Ramsgate	140	4,204	24	3,179	1	10	—	—
Rochester	625	21,949	83	9,483	5	129	3	639
Runcorn	18	709	47	3,164	—	—	—	—
Rye	43	971	52	5,473	1	21	—	—
St. Ives	72	1,296	76	7,677	—	—	—	—
Salcombe	5	159	28	6,067	—	—	—	—
Scarborough	112	4,025	105	30,509	1	16	—	—
Scilly	13	390	33	7,041	-	-	1	67
Shields	21	578	567	168,088	139	2,569	9	2,842
Ditto, South	5	153	280	91,025	27	520	3	598
Shoreham	27	516	131	29,484	1	15	—	—
Southampton	129	3,672	94	12,544	13	409	37	13,425
Stockton	7	179	11	3,157	7	207	6	1,566
Sunderland	111	3,277	786	220,193	42	578	57	28,614

	Sailing Vessels				Steam Vessels			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
England—*cont*[d].	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Swansea	26	798	144	36,525	14	332	10	2,260
Teignmouth	7	154	63	7,971	2	38	—	—
Truro	14	432	56	5,942	—	—	—	—
Wells	69	1,831	66	8,945	3	37	—	—
Weymouth	23	624	44	4,802	4	77	6	653
Whitby	47	1,682	354	72,831	2	37	2	965
Whitehaven	13	343	166	26,403	2	48	2	320
Wisbeach	11	459	34	5,239	2	38	6	2,887
Woodbridge	32	1,020	30	2,143	—	—	—	—
Workington	2	45	80	20,050	1	17	—	—
Yarmouth	485	14,885	180	20,313	6	125	2	327
London	810	28,248	1,748	814,906	179	5,188	550	300,403
Total, England	7,492	237,425	12,783	3,749,723	800	18,693	1,366	659,153
SCOTLAND:								
Aberdeen	9	331	251	87,348	5	84	11	4,067
Alloa	14	459	20	8,762	3	55	2	159
Arbroath	4	161	76	12,121	—	—	—	—
Ardrossan	44	1,226	45	11,409	3	77	2	367
Ayr	16	556	37	7,816	- -	- -	2	386
Banff	19	605	89	12,120	—	—	—	—
Borrowstoness	17	495	34	4,918	3	75	1	188
Campbeltown	24	819	6	394	- -	- -	2	279
Dumfries	49	1,504	48	11,078	—	—	—	—
Dundee	9	287	170	39,548	3	103	21	6,943
Glasgow	160	5,534	376	227,539	54	1,689	217	97,591
Grangemouth	12	357	26	5,762	8	172	7	2,301
Granton	- -	- -	1	182	—	—	—	—
Greenock	160	4,832	201	93,896	16	370	12	1,519
Inverness	132	3,064	84	8,093	—	—	—	—
Irvine	9	294	16	4,066	1	15	—	—
Kirkaldy	17	490	21	3,395	3	107	2	480
Kirkwall	28	810	19	1,480	1	26	1	69
Leith	58	1,798	84	22,479	21	427	52	20,432
Lerwick	65	1,966	20	1,376	—	—	—	—
Montrose	9	325	118	18,358	2	40	—	—
Perth	10	240	37	4,367	—	—	—	—
Peterhead	15	430	51	8,502	- -	- -	2	553
Port Glasgow	21	759	6	3,661	6	168	4	652
Stornoway	34	859	12	1,243	—	—	—	—
Stranraer	31	1,043	15	2,312	—	—	—	—
Troon	1	27	4	992	- -	- -	1	200
Wick	22	666	44	5,061	1	44	—	—
Wigtown	41	1,281	11	1,532	- -	- -	1	284
Total, Scotland	1,030	31,218	1,922	610,710	130	3,452	340	136,470
IRELAND:								
Ballina	1	17	- -	- -	1	37	—	—
Belfast	179	5,973	343	58,640	7	135	8	1,872
Coleraine	3	78	5	568	—	—	—	—
Cork	180	4,497	177	26,497	17	506	22	6,783
Drogheda	4	90	33	3,307	- -	- -	5	1,508
Dublin	334	9,931	196	26,702	15	405	42	13,178
Dundalk	5	193	22	1,753	- -	- -	4	1,703
Galway	9	249	3	586	- -	- -	1	67
Limerick	26	777	13	4,562	- -	- -	4	1,432
Londonderry	6	181	24	9,080	1	33	4	1,161
Newry	69	2,066	35	4,429	1	19	3	398
Ross	3	61	7	1,746	—	—	—	—
Skibbereen	67	1,642	2	110	—	—	—	—
Sligo	6	175	12	2,505	2	78	2	546
Tralee	12	335	—	—	—	—	—	—
Waterford	47	1,159	80	8,549	2	48	43	26,092
Westport	6	141	1	142	—	—	—	—
Wexford	15	522	80	9,332	2	52	2	594
Youghal	1	48	15	1,876	—	—	—	—
Total, Ireland	973	28,135	1,048	160,384	48	1,313	140	55,334
Isle of Man	270	6,730	50	4,742	- -	- -	4	1,169
Channel Islands	213	5,958	359	68,627	2	25	1	76

General Register and Record Office of Shipping and Seamen, London, 29 May 1867.

John J. Mayo,
Registrar General of Shipping and Seamen.

RETURN of the Number and Tonnage of Vessels that Entered and Cleared Coastwise at each of the Ports of *Great Britain* and *Ireland, Isle of Man*, and *Channel Islands* (including their repeated Voyages), distinguishing British from Foreign Vessels, and Steam from Sailing Vessels, between the 31st day of December 1865 and the 31st day of December 1866.

SAILING VESSELS.

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	451	19,236	-	-	250	12,020	—	—
Arundel	444	41,422	-	-	113	5,093	—	—
Barnstaple	1,213	50,760	1	67	163	5,641	—	—
Beaumaris	1,143	53,229	-	-	295	16,601	—	—
Berwick	378	21,704	10	767	147	9,407	—	—
Bideford	684	32,239	-	-	76	4,123	—	—
Boston	531	24,293	-	-	265	13,751	3	252
Bridgwater	3,875	169,646	1	116	977	43,026	—	—
Bridport	75	6,485	-	-	11	1,148	—	—
Bristol	4,714	187,529	-	-	2,181	95,741	—	—
Caernarvon	1,323	70,631	1	93	89	4,588	1	93
Cardiff	2,170	165,623	54	8,421	6,195	426,520	3	562
Cardigan	473	13,321	-	-	43	1,246	—	—
Carlisle	85	4,502	-	-	339	25,167	—	—
Chepstow	399	14,382	-	-	307	12,338	—	—
Chester	1,533	81,644	-	-	1,135	57,340	1	152
Colchester	570	45,581	-	-	197	8,619	1	65
Cowes	692	45,093	1	115	265	6,727	—	—
Dartmouth	626	39,523	1	73	419	26,439	3	164
Deal	214	14,039	-	-	66	3,765	1	55
Dover	472	47,959	1	131	152	10,900	—	—
Exeter	484	49,691	2	203	119	6,466	—	—
Falmouth	478	31,156	-	-	138	7,317	1	384
Faversham	1,544	122,892	-	-	833	36,513	—	—
Fleetwood	348	32,482	-	-	157	17,614	2	940
Folkestone	280	35,256	-	-	1	49	—	—
Fowey	938	63,769	1	92	489	35,931	—	—
Gainsborough	163	7,820	-	-	332	15,266	—	—
Gloucester	967	46,990	-	-	2,806	119,329	10	742
Goole	1,296	69,357	1	84	1,274	66,144	8	1,282
Grimsby	117	5,927	4	1,029	301	33,165	65	15,700
Hartlepool	288	25,055	8	471	3,852	475,271	1	115
Harwich	380	27,073	-	-	330	16,601	2	183
Hayle	1,202	121,044	-	-	472	44,459	—	—
Hull	466	33,895	7	294	753	92,905	282	59,777
Ipswich	897	68,117	-	-	820	48,151	21	1,533
Lancaster	841	49,349	-	-	1,736	133,721	1	444
Liverpool	3,755	329,216	31	7,243	4,409	331,452	9	2,437
Llanelly	1,118	68,191	5	496	1,875	133,050	—	—
Lowestoft	619	62,295	1	165	170	10,852	—	—
Lyme	97	6,871	-	-	27	1,266	—	—
Lynn	911	74,542	-	-	345	22,243	7	465
Maldon	1,060	71,050	-	-	918	39,810	1	58
Maryport	299	26,134	-	-	2,875	268,776	1	149
Middlesborough	214	16,077	10	1,130	1,599	126,944	—	—
Milford	639	27,219	-	-	840	32,283	—	—
Newcastle	1,808	157,991	278	52,599	7,246	923,352	9	705
Newhaven	350	47,919	-	-	16	1,569	—	—
Newport	2,013	146,051	23	3,012	8,037	483,374	3	585
Padstow	711	33,914	-	-	152	6,982	—	—
Penzance	688	51,350	2	113	133	8,778	—	—
Plymouth	2,169	189,311	-	-	1,189	79,284	4	792
Poole	512	42,231	-	-	146	6,673	1	45
Portsmouth	1,040	121,723	-	-	522	15,292	—	—
Preston	420	24,000	-	-	417	25,431	2	257
Ramsgate	278	26,274	-	-	40	3,523	—	—
Rochester	3,169	323,431	-	-	1,501	56,687	—	—
Runcorn	1,090	65,051	5	662	2,678	172,049	5	684
Rye	384	31,756	-	-	32	1,697	—	—
Scarborough	332	18,125	-	-	38	1,736	—	—
Scilly	51	3,040	-	-	29	1,293	—	—
Shields	157	13,582	24	6,190	778	73,922	—	—
Ditto, South	265	43,275	51	14,333	67	4,351	—	—
Shoreham	579	84,406	-	-	75	3,863	4	261
Southampton	1,190	130,207	4	810	586	31,900	1	70
Stockton	303	18,103	5	386	188	12,278	—	—

	SAILING VESSELS—*continued.*							
	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
ENGLAND—*cont^d.*	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Sunderland	873	70,287	11	711	8,768	1,070,375	8	335
Swansea	3,314	247,184	31	3,299	5,102	407,919	—	—
Teignmouth	503	50,820	1	73	118	8,251	—	—
Truro	643	53,793	-	-	499	44,118	4	310
Wells	451	22,904	-	-	248	12,858	1	66
Weymouth	260	20,848	-	-	49	2,312	—	—
Whitby	438	21,642	-	-	66	4,067	—	—
Whitehaven	670	27,554	-	-	3,655	250,569	3	556
Wisbeach	236	14,365	-	-	148	8,935	7	939
Woodbridge	351	19,594	-	-	233	11,476	—	—
Workington	114	6,737	1	139	1,188	108,899	1	174
Yarmouth	1,180	95,300	2	224	475	29,071	2	121
London	9,813	1,125,445	2	336	5,782	393,645	52	6,267
TOTAL, ENGLAND	77,821	5,969,422	580	103,877	91,357	7,172,307	531	97,719
SCOTLAND:								
Aberdeen	1,349	143,994	1	77	390	37,327	1	175
Alloa	21	1,263	-	-	82	5,922	2	369
Arbroath	436	32,081	-	-	232	15,372	—	—
Ardrossan	199	18,025	-	-	1,487	131,636	2	227
Ayr	229	14,786	-	-	1,156	79,131	—	—
Banff	356	21,663	-	-	140	7,552	1	56
Borrowstoness	118	6,567	2	198	390	26,553	—	—
Campbeltown	371	15,367	-	-	151	6,564	—	—
Dumfries	573	17,975	-	-	238	9,421	—	—
Dundee	1,233	117,488	3	229	343	21,661	1	79
Glasgow	811	94,253	1	81	2,232	152,842	—	—
Grangemouth	173	14,202	3	256	132	10,181	2	682
Granton (9 months)	18	1,174	-	-	106	11,622	—	—
Greenock	743	44,857	-	-	282	21,989	1	408
Inverness	1,372	82,953	4	311	1,190	72,718	9	667
Kirkaldy	258	13,015	1	75	826	51,014	—	—
Kirkwall	217	14,142	-	-	189	11,802	—	—
Leith	596	46,343	11	963	541	43,166	1	254
Lerwick	90	6,371	-	-	56	4,749	—	—
Montrose	606	49,123	-	-	447	36,706	1	35
Perth	114	6,896	-	-	89	5,784	2	151
Peterhead	425	24,263	-	-	273	12,706	1	58
Port Glasgow	16	1,107	-	-	12	1,319	—	—
Stornoway	152	8,338	-	-	23	1,182	—	—
Stranraer	402	16,170	-	-	98	3,744	—	—
Troon	112	5,739	-	-	2,613	193,359	—	—
Wick	505	28,553	11	828	235	11,335	2	139
Wigtown	521	16,923	-	-	328	11,066	—	—
TOTAL, SCOTLAND	12,016	863,631	37	3,018	14,281	998,423	26	3,300
IRELAND:								
Ballina	46	3,007	1	81	59	4,586	1	81
Belfast	5,604	444,392	-	-	803	58,662	7	1,161
Coleraine	176	13,375	-	-	22	1,127	—	—
Cork	1,599	155,167	-	-	885	62,320	—	—
Drogheda	428	35,932	-	-	126	9,124	1	93
Dublin	5,585	497,222	-	-	2,700	173,483	59	7,557
Dundalk	695	54,569	-	-	75	5,236	1	271
Galway	80	7,605	-	-	60	5,672	7	1,406
Limerick	190	18,507	-	-	157	14,638	1	239
Londonderry	653	57,028	-	-	193	10,961	6	653
Newry	1,089	75,832	-	-	212	15,413	13	1,802
Ross	218	17,073	-	-	69	5,547	—	—
Skibbereen	234	14,358	-	-	80	5,102	—	—
Sligo	177	9,038	-	-	177	6,713	5	634
Tralee	113	7,162	-	-	45	2,557	—	—
Waterford	1.018	88,859	-	-	440	31,204	8	1,229
Westport	38	2,515	-	-	52	3,349	—	—
Wexford	574	37,336	-	-	302	18,648	—	—
Youghal (3 months)	56	5,539	-	-	47	12,473	—	—
TOTAL, IRELAND	18,573	1,544,516	1	81	6,504	446,815	109	15,126
ISLE OF MAN	1,185	44,500	-	-	490	16,993	—	—
CHANNEL ISLANDS	—	—	—	—	—	—	—	—

STEAM VESSELS.

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	90	8,012	—	—	42	4,185	—	—
Arundel	—	—	—	—	—	—	—	—
Barnstaple	212	20,416	—	—	211	20,127	—	—
Beaumaris	690	299,005	—	—	438	194,888	—	—
Berwick	—	—	—	—	1	663	—	—
Bideford	106	9,799	—	—	101	8,041	—	—
Boston	21	1,806	—	—	20	1,743	—	—
Bridgwater	495	47,508	—	—	457	43,815	—	—
Bridport	—	—	—	—	—	—	—	—
Bristol	2,165	328,809	—	—	1,923	304,138	—	—
Caernarvon	109	19,903	—	—	8	833	—	—
Cardiff	626	68,439	—	—	1,275	219,573	—	—
Cardigan	—	—	—	—	—	—	—	—
Carlisle	386	80,028	—	—	398	80,248	—	—
Chepstow	—	—	—	—	—	—	—	—
Chester	137	7,863	—	—	156	10,880	—	—
Colchester	—	—	—	—	—	—	—	—
Cowes	—	—	—	—	—	—	—	—
Dartmouth	77	3,311	—	—	75	3,225	—	—
Deal	—	—	—	—	—	—	—	—
Dover	—	—	—	—	—	—	—	—
Exeter	—	—	—	—	—	—	—	—
Falmouth	117	50,176	—	—	1	358	—	—
Faversham	—	—	—	—	—	—	—	—
Fleetwood	415	139,940	—	—	421	141,460	—	—
Folkestone	—	—	—	—	—	—	—	—
Fowey	11	3,333	—	—	—	—	—	—
Gainsborough	—	—	—	—	—	—	—	—
Gloucester	33	2,063	—	—	43	2,904	—	—
Goole	148	24,200	—	—	139	22,068	—	—
Grimsby	1	725	—	—	—	—	—	—
Hartlepool	44	5,782	—	—	313	111,125	—	—
Harwich	—	—	—	—	—	—	—	—
Hayle	101	20,713	—	—	53	10,813	—	—
Hull	462	87,486	1	385	511	104,783	—	—
Ipswich	3	645	—	—	3	645	—	—
Lancaster	391	114,314	—	—	383	116,477	—	—
Liverpool	3,775	1,287,616	1	210	3,639	1,164,028	—	—
Llanelly	120	9,317	—	—	120	9,392	—	—
Lowestoft	—	—	—	—	—	—	—	—
Lyme	1	118	—	—	—	—	—	—
Lynn	129	13,674	—	—	133	15,093	—	—
Maldon	—	—	—	—	—	—	—	—
Maryport	—	—	—	—	14	3,596	—	—
Middlesborough	108	35,774	—	—	199	52,605	—	—
Milford	530	179,168	—	—	379	109,671	—	—
Newcastle	661	196,033	—	—	2,031	929,026	1	385
Newhaven	—	—	—	—	—	—	—	—
Newport	456	46,154	—	—	377	78,104	—	—
Padstow	36	3,456	—	—	38	3,456	—	—
Penzance	206	38,004	—	—	110	7,194	—	—
Plymouth	565	229,659	—	—	424	177,118	—	—
Poole	1	174	—	—	1	174	—	—
Portsmouth	14	6,053	—	—	—	—	—	—
Preston	1	25	—	—	2	888	—	—
Ramsgate	—	—	—	—	—	—	—	—
Rochester	76	32,753	—	—	—	—	—	—
Runcorn	3	246	—	—	2	470	—	—
Rye	—	—	—	—	—	—	—	—
Scarborough	—	—	—	—	—	—	—	—
Scilly	112	7,392	—	—	112	7,392	—	—
Shields	85	37,829	—	—	109	48,136	—	—
Ditto, South	11	2,999	—	—	55	23,771	—	—
Shoreham	2	348	—	—	—	—	—	—
Southampton	211	96,045	—	—	125	6,476	—	—
Stockton	59	16,001	—	—	62	18,908	—	—
Sunderland	69	21,102	—	—	867	374,487	—	—
Swansea	672	106,793	—	—	699	118,495	—	—
Teignmouth	—	—	—	—	—	—	—	—
Truro	72	16,765	—	—	26	3,598	—	—
Wells	—	—	—	—	—	—	—	—
Weymouth	—	—	—	—	—	—	—	—

STEAM VESSELS—*continued.*

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
England—*cont^d.*	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Whitby	27	490	-	-	29	527	—	—
Whitehaven	246	45,923	-	-	366	76,323	—	—
Wisbeach	37	3,246	-	-	41	3,610	—	—
Woodbridge	—	—	—	—	—	—	—	—
Workington	12	825	-	-	1	59	—	—
Yarmouth	208	43,502	-	-	206	43,002	—	—
London	4,200	1,895,625	-	-	1,793	730,046	—	—
Total, England	19,545	5,717,385	2	595	18,932	5,408,637	1	385
SCOTLAND:								
Aberdeen	430	153,891	-	-	433	154,924	—	—
Alloa	—	—	—	—	—	—	—	—
Arbroath	—	—	—	—	—	—	—	—
Ardrossan	362	84,480	-	-	398	90,846	—	—
Ayr	62	8,973	-	-	60	8,867	—	—
Banff	—	—	—	—	—	—	—	—
Borrowstoness	-	-	-	-	2	58	—	—
Campbeltown	349	53,152	-	-	348	53,486	—	—
Dumfries	156	21,547	-	-	147	21,511	—	—
Dundee	272	101,209	-	-	210	76,983	—	—
Glasgow	1,791	548,211	-	-	2,078	613,711	—	—
Grangemouth	236	72,403	-	-	239	73,206	—	—
Granton (9 months)	171	68,054	-	-	174	68,608	—	—
Greenock	778	139,690	-	-	477	66,153	—	—
Inverness	407	57,603	-	-	388	57,427	—	—
Kirkaldy	139	11,954	-	-	137	11,526	—	—
Kirkwall	295	27,975	-	-	295	27,975	—	—
Leith	373	126,208	-	-	341	127,043	—	—
Lerwick	65	21,992	-	-	65	21,992	—	—
Montrose	6	1,057	—	—	—	—	—	—
Perth	—	—	—	—	—	—	—	—
Peterhead	—	—	—	—	—	—	—	—
Port Glasgow	9	2,762	-	-	1	25	—	—
Stornoway	94	24,362	-	-	93	24,079	—	—
Stranraer	419	159,018	-	-	412	157,816	—	—
Troon	3	655	-	-	144	26,495	—	—
Wick	345	46,865	-	-	369	54,795	—	—
Wigtown	47	13,321	-	-	54	15,449	—	—
Total, Scotland	6,809	1,745,382	-	-	6,865	1,752,975	—	—
IRELAND:								
Ballina	32	3,415	-	-	28	3,270	—	—
Belfast	2,298	837,112	-	-	2,097	790,950	—	—
Coleraine	219	53,442	-	-	140	33,984	—	—
Cork	576	249,709	-	-	536	232,714	—	—
Drogheda	254	76,123	-	-	311	92,825	—	—
Dublin	1,819	683,216	-	-	2,116	833,335	—	—
Dundalk	208	85,735	-	-	209	87,049	—	—
Galway	—	—	—	—	—	—	—	—
Limerick	62	23,104	-	-	62	22,413	—	—
Londonderry	515	143,979	-	-	460	130,296	1	210
Newry	316	70,380	-	-	286	69,901	—	—
Ross	324	27,216	-	-	324	27,216	—	—
Skibbereen	2	129	—	—	—	—	—	—
Sligo	182	45,116	-	-	190	44,465	—	—
Tralee	36	11,427	-	-	2	92	—	—
Waterford	793	301,385	-	-	756	285,027	—	—
Westport	3	418	-	-	2	382	—	—
Wexford	123	38,307	-	-	119	27,875	—	—
Youghal (3 months)	—	—	—	—	—	—	—	—
Total, Ireland	7,762	2,650,213	-	-	7,638	2,681,794	1	210
Isle of Man	314	84,586	-	-	259	59,053	—	—
Channel Islands	—	—	—	—	—	—	—	—

General Register and Record Office of Shipping and Seamen,
London, 29 May 1867.

John J. Mayo,
Registrar General of Shipping and Seamen.

RETURN of the NUMBER and TONNAGE of VESSELS that Entered and Cleared from and to the COLONIES, at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and *Channel Islands* (including their repeated Voyages), distinguishing Steam from Sailing Vessels, between the 31st day of December 1865 and the 31st day of December 1866; further distinguishing British from Foreign Vessels.

	SAILING VESSELS.							
	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	13	3,035	1	398	7	1,741	—	—
Arundel	-	-	-	-	3	78	—	—
Barnstaple	1	606	—	—	—	—	—	—
Beaumaris	11	4,092	-	-	8	2,536	—	—
Berwick	4	1,197	1	86	1	49	—	—
Bideford	8	2,836	1	340	1	413	1	340
Boston	—	—	—	—	—	—	—	—
Bridgwater	14	4,473	-	-	4	166	—	—
Bridport	3	94	-	-	3	305	—	—
Bristol	170	65,625	14	5,812	74	23,526	5	2,145
Caernarvon	18	5,578	-	-	20	3,536	—	—
Cardiff	76	34,657	8	2,457	331	129,213	130	68,374
Cardigan	3	709	—	—	—	—	—	—
Carlisle	6	2,280	3	1,130	3	1,078	2	805
Chepstow	1	931	—	—	—	—	—	—
Chester	2	559	-	-	1	314	—	—
Colchester	-	-	-	-	2	149	—	—
Cowes	15	821	-	-	14	876	—	—
Dartmouth	23	2,667	-	-	17	2,034	—	—
Deal	-	-	-	-	1	187	—	—
Dover	5	511	—	—	—	—	—	—
Exeter	4	766	-	-	1	463	—	—
Falmouth	7	1,401	-	-	12	2,089	1	410
Faversham	4	257	-	-	2	113	—	—
Fleetwood	12	7,584	8	3,684	2	1,553	2	1,109
Folkestone	1	26	-	-	2	73	—	—
Fowey	9	1,642	2	130	3	1,369	—	—
Gainsborough	—	—	—	—	—	—	—	—
Gloucester	67	30,530	9	3,960	13	2,617	—	—
Goole	3	798	—	—	—	—	—	—
Grimsby	2	1,079	9	5,115	3	2,484	—	—
Hartlepool	19	4,422	9	3,243	39	6,196	1	345
Harwich	1	24	-	-	3	100	—	—
Hayle	5	817	—	—	—	—	—	—
Hull	27	17,349	26	11,417	35	12,742	3	1,188
Ipswich	2	932	—	—	—	—	—	—
Lancaster	30	11,024	5	1,355	12	5,588	—	—
Liverpool	978	758,858	60	46,275	947	733,891	97	45,616
Llanelly	21	4,253	1	52	12	3,042	—	—
Lowestoft	3	784	2	689	-	-	1	400
Lyme	12	495	-	-	17	919	—	—
Lynn	1	295	—	—	—	—	—	—
Maldon	1	25	—	—	—	—	—	—
Maryport	3	3,103	-	-	3	2,071	—	—
Middlesborough	1	238	1	465	6	850	—	—
Milford	5	2,601	2	546	2	869	—	—
Newcastle	53	16,421	15	2,979	381	108,452	51	27,822
Newhaven	4	111	-	-	9	693	—	—
Newport	29	9,722	2	469	169	66,186	38	19,473
Padstow	1	330	-	-	4	1,238	—	—
Penzance	2	69	-	-	7	619	—	—
Plymouth	136	22,620	3	2,131	173	18,873	4	2,291
Poole	16	1,524	-	-	35	2,623	—	—
Portsmouth	36	4,691	2	1,074	9	1,057	—	—
Preston	—	—	—	—	—	—	—	—
Ramsgate	2	103	-	-	1	281	—	—
Rochester	5	1,461	2	1,036	2	13,964	—	—
Runcorn	15	605	1	137	10	1,154	—	—
Rye	1	25	-	-	1	25	—	—
Scarborough	—	—	—	—	—	—	—	—
Scilly	2	155	-	-	2	62	—	—
Shields	2	1,604	-	-	22	11,662	2	1,413
Ditto, South	10	6,526	-	-	11	5,584	—	—
Shoreham	5	245	2	430	4	132	—	—
Southampton	25	2,591	3	1,368	33	3,594	—	—
Stockton	2	705	2	761	—	—	—	—
Sunderland	17	8,702	3	965	168	68,903	8	6,202
Swansea	96	23,209	6	890	128	33,208	41	14,750
Teignmouth	25	2,064	-	-	17	2,041	—	—
Truro	3	1,458	2	1,230	3	1,634	6	2,643
Wells	—	—	—	—	—	—	—	—
Weymouth	7	194	-	-	11	530	1	170
Whitby	—	—	—	—	—	—	—	—
Whitehaven	9	2,499	2	670	5	1,536	—	—
Wisbeach	-	-	1	280	—	—	—	—
Woodbridge	—	—	—	—	—	—	—	—
Workington	2	449	—	—	—	—	—	—
Yarmouth	3	1,026	-	-	1	129	—	—
London	2,221	967,241	198	104,163	1,167	706,883	67	39,462
TOTAL, ENGLAND	4,325	2,056,324	406	205,742	3,982	1,994,298	461	235,158

SAILING VESSELS—*continued.*

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
SCOTLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberdeen	18	8,413	1	437	13	6,942	—	—
Alloa	2	588	-	-	7	2,191	2	482
Arbroath	—	—	—	—	—	—	—	—
Ardrossan	6	2,822	-	-	33	19,629	1	262
Ayr	7	2,520	-	-	1	163	—	—
Banff	1	619	—	—	—	—	—	—
Borrowstoness	-	-	-	-	1	146	—	—
Campbeltown	—	—	—	—	—	—	—	—
Dumfries	4	1,054	-	-	1	253	—	—
Dundee	11	8,062	4	1,662	11	4,722	1	409
Glasgow	76	37,981	3	1,479	202	126,501	8	2,919
Grangemouth	11	6,422	-	-	9	5,544	1	346
Granton (9 months)	—	—	—	—	1	146	—	—
Greenock	200	115,341	10	4,164	131	79,133	4	2,795
Inverness	2	700	—	—	—	—	—	—
Kirkaldy	2	62	2	211	-	-	1	36
Kirkwall	1	486	-	-	3	987	—	—
Leith	23	10,999	1	700	19	11,862	3	1,362
Lerwick	4	2,085	—	—	—	—	—	—
Montrose	5	1,984	-	-	2	950	—	—
Perth	1	336	—	—	—	—	—	—
Peterhead	1	29	—	—	—	—	—	—
Port Glasgow	26	20,010	1	1,264	17	14,171	—	—
Stornoway	3	126	—	—	—	—	—	—
Stranraer	—	—	—	—	—	—	—	—
Troon	10	4,874	1	444	54	19,692	2	596
Wick	4	508	—	—	—	—	—	—
Wigtown	2	644	-	-	1	295	—	—
Total, Scotland	420	226,665	23	10,361	506	293,327	23	9,207
IRELAND:								
Ballina	2	313	-	-	1	216	—	—
Belfast	53	34,901	16	7,789	24	16,575	7	2,943
Coleraine	4	1,222	2	567	-	-	1	345
Cork	53	17,505	3	1,290	33	11,250	2	763
Drogheda	2	468	-	-	1	309	—	—
Dublin	46	27,725	2	1,165	15	9,551	2	724
Dundalk	6	1,807	—	—	—	—	—	—
Galway	3	1,035	-	-	1	437	—	—
Limerick	15	8,462	4	1,261	12	8,238	4	1,678
Londonderry	16	8,608	-	-	8	4,207	—	—
Newry	33	19,925	1	444	4	2,521	1	306
Ross	4	1,872	-	-	3	1,394	—	—
Skibbereen	2	528	1	306	—	—	—	—
Sligo	13	4,955	1	240	6	1,670	—	—
Tralee	6	2,383	2	841	3	1,409	1	207
Waterford	26	5,593	2	925	15	3,683	2	1,260
Westport	—	—	—	—	—	—	—	—
Wexford	4	937	—	—	—	—	—	—
Youghal (3 months)	2	643	—	—	—	—	—	—
Total, Ireland	290	138,882	34	14,828	126	61,460	20	8,226
Isle of Man	4	904	—	—	—	—	—	—
Channel Islands	28	4,147	-	-	59	7,500	—	—

STEAM VESSELS.

Arundel	107	22,951	-	-	105	22,577	—	—
Cardiff	3	1,793	-	-	30	21,884	—	—
Dartmouth	33	4,257	-	-	33	4,257	—	—
Dover	2	244	—	—	—	—	—	—
Hartlepool	-	-	-	-	-	-	1	266
Hayle	-	-	-	-	1	27	—	—
Liverpool	71	97,983	-	-	77	89,667	—	—
Milford	-	-	-	-	1	937	—	—
Newcastle	-	-	-	-	6	3,875	—	—
Shields	-	-	-	-	1	12	—	—
Southampton	226	67,695	-	-	280	84,961	—	—
Sunderland	-	-	-	-	2	2,059	—	—
Weymouth	135	20,602	-	-	134	20,418	—	—
London	81	51,328	-	-	74	44,313	1	1,302
Aberdeen	-	-	-	-	1	615	—	—
Dundee	-	-	-	-	1	237	—	—
Glasgow	15	13,961	-	-	32	21,456	—	—
Greenock	1	153	-	-	4	1,474	—	—
Total	674	280,967	-	-	782	318,769	2	1,568
Isle of Man	—	—	—	—	—	—	—	—
Channel Islands	—	—	—	—	—	—	—	—

General Register and Record Office of Shipping and Seamen, London, 29 May 1867.

John J. Mayo,
Registrar General of Shipping and Seamen.

RETURN of the Number and Tonnage of Vessels that Entered and Cleared from and to Foreign Ports, at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and *Channel Islands* (including their repeated Voyages), distinguishing Steam from Sailing Vessels, and British from Foreign Vessels, between the 31st day of December 1865 and the 31st day of December 1866.

SAILING VESSELS.

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
ENGLAND:	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Aberystwith	9	1,256	2	629	1	78	1	398
Arundel	14	1,603	19	2,623	1	174	3	405
Barnstaple	3	404	7	1,591	—	—	—	—
Beaumaris	8	855	21	1,889	3	773	—	—
Berwick	26	4,316	56	6,524	1	63	14	2,669
Bideford	2	314	2	543	—	—	—	—
Boston	19	2,007	33	4,827	23	1,694	12	1,604
Bridgwater	13	2,291	51	7,087	9	656	9	1,382
Bridport	7	1,178	6	701	3	654	6	701
Bristol	408	80,235	386	97,287	72	16,061	75	23,441
Carnarvon	10	1,204	2	111	116	11,747	1	45
Cardiff	322	90,536	903	242,446	1,320	372,747	2,052	537,789
Cardigan	1	123	—	—	—	—	—	—
Carlisle	5	1,400	7	1,580	2	646	6	1,796
Chepstow	2	164	—	—	—	—	—	—
Chester	4	459	9	1,357	3	412	3	632
Colchester	20	1,568	33	3,054	6	226	14	1,610
Cowes	28	1,399	23	2,192	25	1,639	43	4,164
Dartmouth	46	5,214	29	4,000	32	3,829	3	813
Deal	13	1,298	30	2,420	2	161	26	2,219
Dover	42	5,134	85	9,472	28	1,029	43	3,117
Exeter	39	4,893	65	8,823	1	59	16	2,880
Falmouth	93	9,038	56	5,645	85	6,189	12	2,255
Faversham	25	1,404	11	1,149	31	1,864	6	630
Fleetwood	6	1,901	14	3,233	- -	- -	11	3,319
Folkestone	5	545	14	1,564	4	410	9	818
Fowey	52	4,783	33	4,027	230	20,221	155	12,778
Gainsborough	6	705	9	761	- -	- -	3	359
Gloucester	131	26,259	382	83,644	9	1,481	57	15,027
Goole	117	11,348	46	4,762	14	1,479	29	2,445
Grimsby	220	29,131	456	87,880	175	29,086	516	102,086
Hartlepool	708	136,498	1,242	160,206	784	158,189	1,449	177,775
Harwich	72	6,795	42	4,335	3	172	32	2,399
Hayle	11	957	38	3,582	8	755	7	1,753
Hull	559	101,663	1,433	239,680	155	27,943	870	138,090
Ipswich	134	18,361	118	15,605	48	3,305	69	8,168
Lancaster	40	4,367	24	4,599	3	261	—	—
Liverpool	1,676	623,352	1,119	503,539	1,356	590,799	1,175	528,982
Llanelly	263	39,496	335	25,053	362	50,387	414	30,676
Lowestoft	87	7,809	68	9,269	42	2,165	26	4,991
Lyme	3	155	3	179	—	—	—	—
Lynn	83	11,081	104	10,690	13	1,372	24	2,801
Maldon	43	1,723	29	3,128	26	741	26	2,936
Maryport	6	546	6	832	9	1,823	2	165
Middlesborough	329	46,593	218	22,649	509	74,448	465	51,401
Milford	18	3,986	13	2,570	11	2,008	5	1,313
Newcastle	1,746	346,363	2,359	384,374	3,248	764,635	4,004	708,441
Newhaven	27	1,652	50	3,237	19	645	41	2,564
Newport	111	19,899	201	44,518	386	100,944	357	92,996
Padstow	2	142	12	1,212	5	391	3	618
Penzance	35	2,482	69	6,556	26	1,786	29	3,887
Plymouth	331	31,107	242	33,660	124	9,531	96	17,818
Poole	60	4,161	54	4,891	15	1,819	38	4,235
Portsmouth	193	7,960	134	20,719	4	529	88	15,831
Preston	7	630	13	1,301	5	423	9	815
Ramsgate	1	143	7	1,461	2	220	1	92
Rochester	71	7,140	102	15,836	100	5,560	91	14,835
Runcorn	276	32,162	26	3,483	140	18,342	71	9,228
Rye	21	1,509	29	3,204	1	152	16	2,472
Scarborough	10	1,256	12	1,085	8	438	5	409
Scilly	3	299	—	—	—	—	—	—
Shields	406	76,594	188	20,991	778	139,053	236	27,069
Ditto, South	276	80,914	146	26,433	5	1,055	2	345
Shoreham	74	5,326	275	21,709	59	3,726	266	20,146
Southampton	65	6,989	517	39,913	6	640	400	28,904
Stockton	55	9,072	135	15,315	1	191	13	1,591
Sunderland	1,060	206,047	1,063	146,963	1,595	345,336	1,321	190,506
Swansea	375	92,528	900	118,981	978	190,499	1,346	201,008

SAILING VESSELS—*continued.*

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
England—*cont^d.*	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Teignmouth	20	2,063	15	2,396	14	1,372	25	2,548
Truro	13	2,415	48	11,616	11	686	27	7,618
Wells	25	1,884	29	2,029	3	181	1	63
Weymouth	55	3,698	19	2,553	6	333	10	1,195
Whitby	23	3,669	4	425	—	—	—	—
Whitehaven	5	607	9	1,410	38	3,757	10	1,566
Wisbeach	45	8,712	78	14,079	9	759	49	9,877
Woodbridge	3	321	7	689	1	60	5	530
Workington	-	-	-	-	55	6,746	2	230
Yarmouth	146	19,568	97	12,311	37	3,855	57	6,737
London	2,731	623,158	3,062	749,718	1,277	248,290	2,576	644,150
Total, England	13,999	2,896,787	17,484	3,310,805	14,481	3,239,700	18,884	3,695,156
Scotland:								
Aberdeen	131	19,471	173	23,512	49	8,590	41	7,099
Alloa	19	3,735	126	18,021	55	9,542	309	35,894
Arbroath	31	5,124	20	2,773	14	2,823	—	—
Ardrossan	6	1,534	1	141	127	35,553	122	19,697
Ayr	9	1,706	17	2,198	6	906	14	1,557
Banff	22	1,877	64	4,341	42	3,319	36	2,204
Borrowstoness	23	2,734	177	18,525	240	36,134	741	81,959
Campbeltown	13	1,284	15	1,539	-	-	2	272
Dumfries	3	316	-	-	-	-	1	97
Dundee	237	44,765	255	41,924	133	27,795	195	32,721
Glasgow	228	54,403	151	38,430	266	73,643	143	41,455
Grangemouth	78	10,727	487	69,048	91	11,524	446	67,815
Granton (nine months)	12	2,580	44	6,709	37	7,627	56	8,146
Greenock	184	54,236	99	25,775	45	17,410	27	7,830
Inverness	28	3,979	82	8,783	36	4,058	57	5,138
Kirkaldy	51	8,984	172	17,922	196	26,912	635	59,369
Kirkwall	9	610	12	1,481	5	378	9	620
Leith	380	59,783	998	125,004	48	13,261	180	32,416
Lerwick	5	351	18	1,057	15	1,244	17	1,150
Montrose	69	12,010	123	24,541	55	10,510	119	24,239
Perth	13	1,745	25	2,670	-	-	1	129
Peterhead	37	5,369	66	4,964	135	13,689	71	5,001
Port Glasgow	15	5,669	11	3,615	2	461	1	161
Stornoway	15	926	5	479	94	5,236	2	83
Stranraer	1	584	—	—	—	—	—	—
Troon	4	1,162	7	2,201	106	31,154	114	31,313
Wick	19	1,350	84	4,712	102	8,044	99	5,567
Wigtown	-	-	1	238	-	-	1	238
Total, Scotland	1,642	307,014	3,233	450,603	1,899	349,813	3,439	472,170
Ireland:								
Ballina	3	432	—	—	—	—	—	—
Belfast	214	39,031	181	37,628	21	4,598	34	10,517
Coleraine	3	301	1	87	—	—	—	—
Cork	83	22,655	189	62,561	12	2,816	31	9,801
Drogheda	10	1,038	10	1,097	-	-	1	171
Dublin	215	43,293	251	61,046	41	10,269	57	14,255
Dundalk	5	771	3	647	1	145	—	—
Galway	14	4,582	18	4,590	-	-	2	505
Limerick	31	10,395	71	24,374	-	-	13	4,049
Londonderry	66	18,443	50	15,041	12	8,924	3	1,149
Newry	48	6,007	64	10,337	-	-	4	1,202
Ross	9	2,711	14	4,832	-	-	—	—
Skibbereen	4	887	2	605	-	-	1	337
Sligo	15	3,043	16	3,476	2	406	—	—
Tralee	12	3,372	16	4,282	-	-	1	375
Waterford	51	14,707	115	38,045	10	887	12	4,380
Westport	5	862	6	1,694	3	462	—	—
Wexford	23	5,143	4	155	3	682	4	155
Youghal (three months)	-	-	1	256	—	—	—	—
Total, Ireland	811	177,673	1,012	270,753	105	29,189	163	46,896
Isle of Man	5	592	26	3,398	2	318	16	1,890
Channel Islands	982	48,893	251	15,212	1,007	35,569	235	13,786

STEAM VESSELS.

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Arundel	169	30,362	-	-	171	30,772	—	—
Beaumaris	2	860	—	—	—	—	—	—
Berwick	1	413	—	—	—	—	—	—
Bideford	1	179	—	—	—	—	—	—
Bristol	38	11,046	21	3,519	12	2,119	16	2,773
Cardiff	298	156,360	8	2,912	460	251,161	29	8,701
Cowes	5	867	-	-	1	607	1	160
Dover	623	98,302	640	80,534	295	38,823	408	49,102
Falmouth	-	-	-	-	-	-	1	82
Folkestone	760	124,274	-	-	761	124,728	—	—
Gloucester	3	630	2	224	—	—	—	—
Goole	330	76,032	-	-	325	74,743	—	—
Grimsby	262	96,382	67	30,684	271	103,674	68	31,153
Hartlepool	230	106,884	3	804	241	113,029	2	538
Harwich	248	117,792	-	-	250	117,687	—	—
Hull	1,236	501,341	194	82,893	1,212	483,393	197	80,738
Ipswich	1	324	—	—	—	—	—	—
Lancaster	1	288	—	—	—	—	—	—
Liverpool	1,068	1,046,484	88	48,652	887	931,301	89	46,212
Llanelly	1	311	-	-	1	311	—	—
Lowestoft	12	3,161	-	-	6	1,040	—	—
Middlesborough	105	28,302	-	-	128	38,039	2	1,148
Milford	-	-	-	-	3	715	2	215
Newcastle	521	220,932	16	7,640	631	281,629	23	10,289
Newhaven	481	84,119	-	-	475	83,109	—	—
Newport	32	15,402	9	2,243	76	44,097	6	1,469
Plymouth	3	1,806	19	3,280	2	543	—	—
Poole	93	16,563	-	-	93	16,509	—	—
Portsmouth	2	130	—	—	—	—	—	—
Runcorn	4	795	-	-	1	220	—	—
Shields	25	11,070	3	426	36	15,782	3	426
Ditto, South	66	34,595	1	384	69	36,147	1	80
Southampton	651	226,892	70	128,419	621	219,009	69	128,270
Stockton	-	-	-	-	2	815	—	—
Sunderland	230	108,768	50	19,378	266	127,891	53	20,419
Swansea	94	31,920	9	2,065	167	61,113	14	3,153
Whitehaven	2	910	-	-	9	4,332	—	—
London	2,868	1,121,702	558	217,353	2,000	719,178	490	190,531
Aberdeen	4	972	-	-	4	972	—	—
Ardrossan	-	-	-	-	9	3,050	1	323
Borrowstoness	-	-	-	-	-	-	2	262
Campbeltown	1	185	—	—	—	—	—	—
Dundee	58	19,383	-	-	54	17,119	1	101
Glasgow	58	42,386	4	2,342	206	103,616	7	3,878
Grangemouth	90	26,747	40	10,742	121	36,834	41	10,793
Granton (9 months)	6	3,066	7	2,228	30	13,564	8	2,510
Greenock	9	3,440	-	-	7	2,350	11	12,279
Leith	416	184,186	31	9,228	394	166,904	30	9,225
Lerwick	1	292	2	520	1	292	4	982
Montrose	1	400	-	-	-	-	1	94
Peterhead	4	1,106	-	-	4	1,106	—	—
Port Glasgow	-	-	-	-	4	1,422	3	2,369
Stornoway	-	-	-	-	1	283	—	—
Troon	-	-	-	-	4	1,625	—	—
Belfast	3	1,026	1	296	3	1,464	—	—
Cork	14	9,224	-	-	2	1,479	—	—
Dublin	95	35,485	-	-	4	1,891	—	—
Limerick	1	180	—	—	—	—	—	—
Londonderry	1	422	1	210	—	—	—	—
Waterford	4	3,092	-	-	1	486	—	—
Wexford	-	-	-	-	1	95	—	—
Total	11,232	4,607,790	1,844	656,976	10,322	4,277,068	1,583	618,275
Isle of Man	—	—	—	—	—	—	—	—
Channel Islands	321	46,332	54	2,176	349	48,354	54	2,176

General Register and Record Office of Shipping and Seamen,
London, 29 May 1867.

John J. Mayo,
Registrar-General of Shipping and Seamen.

Sailing Vessels.		Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing and Steam Vessels.		Sailing and Steam Vessels.		Sailing and
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.
473	28,527	90	8,912	3	1,027	–	–	258	13,839	42	4,185	1	398	–	–	563	31,539	3	1,027	300
4 8	43,025	276	53,313	19	2,623	–	–	117	5,345	276	53,349	3	405	–	–	734	96,338	19	2,623	393
1,217	51,779	212	20,416	8	1,658	–	–	163	5,641	211	20,127	–	- -	–	–	1,429	72,186	8	1,658	374
1,162	58,176	692	299,865	21	1,889	–	–	306	19,910	438	194,888	–	- -	–	–	1,854	358,041	21	1,889	744
408	27,217	1	413	67	7,377	–	–	149	9,519	1	663	14	2,669	–	–	409	27,630	67	7,377	150
694	35,389	107	9,078	3	883	–	–	77	4,536	101	8,041	1	340	–	–	801	45,367	3	883	178
550	26,300	21	1,806	33	4,827	–	–	288	15,445	20	1,743	15	1,856	–	–	571	28,106	33	4,827	308
3,902	176,410	495	47,508	52	7,203	–	–	990	43,848	457	43,815	9	1,382	–	–	4,397	223,918	52	7,203	1,447
85	7,757	–	- -	6	701	–	–	17	2,107	–	- -	6	701	–	–	85	7,757	6	701	17
5,292	233,289	2,203	339,855	400	103,099	21	3,519	2,327	135,328	1,935	306,257	80	25,586	16	2,773	7,495	673,244	421	106,618	4,262
1,551	77,413	109	19,903	3	204	–	–	225	19,871	8	833	2	138	–	–	1,460	97,316	3	204	236
2,568	299,816	927	226,592	965	253,324	8	2,912	7,846	928,480	1,765	492,618	2,185	606,725	29	8,701	3,495	517,408	973	256,236	9,611
477	14,153	–	- -	–	- -	–	–	43	1,246	–	- -	–	- -	–	–	477	14,153	–	- -	43
96	8,182	386	80,028	10	2,710	–	–	344	26,891	398	80,248	8	2,601	–	–	482	88,210	10	2,710	742
402	15,477	–	- -	–	- -	–	–	307	12,338	–	- -	–	- -	–	–	402	15,477	–	- -	307
1,539	82,662	137	7,863	9	1,357	–	–	1,139	58,066	156	10,880	4	784	–	–	1,676	90,525	9	1,357	1,295
590	47,149	–	- -	33	3,054	–	–	205	8,994	–	- -	15	1,675	–	–	590	47,149	33	3,054	205
735	47,313	5	867	24	2,307	–	–	304	9,242	1	607	43	4,164	1	160	740	48,180	24	2,307	305
695	47,404	110	7,568	30	4,073	–	–	468	32,302	108	7,482	6	977	–	–	805	54,972	30	4,073	576
227	15,337	–	- -	30	2,420	–	–	69	4,113	–	- -	27	2,274	–	–	227	15,337	30	2,420	69
519	53,604	625	98,546	86	9,603	640	80,534	180	11,929	295	38,823	43	3,117	408	49,102	1,144	152,150	726	90,137	475
527	55,350	–	- -	67	9,026	–	–	121	6,988	–	- -	16	2,880	–	–	527	55,350	67	9,026	121
578	41,595	117	50,176	56	5,645	–	–	235	15,595	1	358	14	3,049	1	82	695	91,771	56	5,645	236
1,573	124,553	–	- -	11	1,149	–	–	866	38,490	–	- -	6	630	–	–	1,573	124,553	11	1,149	866
366	41,967	415	139,940	22	6,917	–	–	159	19,167	421	141,460	15	5,368	–	–	781	181,907	22	6,917	580
286	35,827	760	124,274	14	1,564	–	–	7	532	761	124,728	9	818	–	–	1,046	160,101	14	1,564	768
999	70,194	11	3,333	36	4,249	–	–	722	57,521	–	- -	155	12,778	–	–	1,010	73,527	36	4,249	722
169	8,525	–	- -	9	761	–	–	332	15,266	–	- -	3	359	–	–	169	8,525	9	761	332
1,165	103,779	36	2,693	391	87,604	2	224	2,828	123,427	43	2,904	67	15,769	–	–	1,201	106,472	393	87,828	2,871
1,116	81,503	478	100,232	47	4,846	–	–	1,288	67,623	464	96,811	37	3,727	–	–	1,894	181,735	47	4,846	1,752
389	36,137	263	97,107	469	94,024	67	30,684	479	64,735	271	103,674	581	117,786	68	31,153	602	133,244	536	124,708	759
1,015	165,975	274	112,666	1,259	163,920	3	804	4,675	639,656	554	224,154	1,451	178,235	3	804	1,289	278,641	1,262	164,724	5,229
453	34,792	248	117,792	42	4,335	–	–	336	16,873	250	117,687	34	2,582	–	–	701	152,584	42	4,335	586
1,218	122,818	101	20,713	38	3,582	–	–	480	45,214	54	10,840	7	1,753	–	–	1,319	143,531	38	3,582	534
1,552	152,907	1,698	588,827	1,463	251,391	195	83,278	943	133,590	1,723	588,176	1,155	199,055	197	80,738	2,750	741,734	1,661	334,669	2,666
1,083	87,413	4	969	118	15,605	–	–	868	51,456	3	645	90	9,701	–	–	1,037	88,379	118	15,605	871
911	64,740	392	114,602	29	5,954	–	–	1,751	139,570	383	116,477	1	444	–	–	1,303	179,342	29	5,954	2,134
6,409	1,711,426	4,314	2,432,983	1,210	557,057	89	48,862	6,712	1,656,142	4,603	2,184,996	1,281	577,035	89	46,212	11,323	4,143,509	1,299	665,919	11,315
1,402	111,949	121	9,628	341	25,601	–	–	2,249	186,479	121	9,703	414	30,676	–	–	1,523	121,568	341	25,601	2,370
705	70,888	12	3,161	71	10,123	–	–	212	13,017	6	1,040	27	5,391	–	–	721	74,949	71	10,123	218
112	7,321	1	118	3	179	–	–	44	2,185	–	- -	–	- -	–	–	113	7,639	3	179	44
965	85,318	129	13,674	104	10,699	–	–	358	23,615	133	15,093	31	3,266	–	–	1,124	99,592	104	10,699	491
1,104	72,798	–	- -	29	3,128	–	–	944	40,551	–	- -	27	2,994	–	–	1,104	72,798	29	3,128	944
313	29,783	–	- -	6	832	–	–	2,892	272,670	14	3,596	3	314	–	–	313	29,783	6	832	2,906
544	62,878	213	64,976	229	24,244	–	–	2,114	202,242	327	90,644	465	51,401	2	1,148	757	126,954	229	24,244	2,441
692	36,806	530	179,168	15	3,116	–	–	853	35,160	383	111,323	5	1,313	2	215	1,192	212,974	15	3,116	1,236
3,207	526,775	1,182	416,595	2,652	432,952	16	7,640	10,875	1,796,439	2,668	1,214,530	4,064	736,968	24	10,674	4,789	937,740	2,668	447,592	13,543
381	49,682	481	84,119	50	3,237	–	–	44	2,912	475	83,109	41	2,564	–	–	862	133,801	50	3,237	519
2,153	175,672	488	61,556	276	47,999	9	2,243	8,592	650,504	453	122,201	398	113,054	6	1,469	2,641	237,228	285	50,242	9,045
714	34,483	96	8,456	12	1,212	–	–	161	8,611	38	3,456	3	618	–	–	750	37,842	12	1,212	199
725	53,991	206	38,004	71	6,669	–	–	166	11,183	110	7,194	29	3,887	–	–	931	91,905	71	6,669	276
2,436	243,038	508	231,465	245	35,791	19	3,280	1,486	107,688	426	177,661	104	20,901	–	–	3,204	474,503	264	39,071	1,912
988	47,816	94	16,737	54	4,891	–	–	196	11,115	64	16,683	23	2,911	–	–	1,184	63,931	54	4,891	260

essels.	Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.		Steam Vessels.							
Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
24,740	135	20,602	19	2,553	–	–	66	3,175	134	20,418	11	1,365	–	–	457	45,342	19	2,553	200	23,593
25,311	27	490	4	425	–	–	66	4,067	29	527	–	- -	–	–	488	25,801	4	425	95	4,594
30,660	248	46,833	11	2,080	–	–	3,698	255,862	375	80,655	13	2,122	–	–	932	77,493	11	2,080	4,073	336,517
23,077	37	3,246	79	14,359	–	–	157	9,694	41	3,610	56	10,816	–	–	318	26,323	79	14,359	198	13,304
19,915	–	- -	7	689	–	–	234	11,536	–	- -	5	530	–	–	354	19,915	7	689	234	11,536
7,186	12	825	1	139	–	–	1,243	115,645	1	59	3	404	–	–	128	8,011	1	139	1,244	115,704
115,894	208	43,502	99	12,535	–	–	513	33,055	206	43,002	59	6,858	–	–	1,537	159,396	99	12,535	719	76,057
2,715,844	7,149	3,068,655	3,262	854,222	558	217,353	8,226	1,348,818	3,867	1,493,537	2,695	689,879	491	191,833	21,914	5,784,489	3,820	1,071,575	12,093	2,842,345
0,922,533	30,669	10,260,436	18,470	3,620,424	1,760	632,005	109,820	12,406,305	29,148	9,626,140	19,876	4,028,033	1,477	577,412	126,814	21,182,969	20,230	4,252,429	138,968	22,032,445
171,878	434	154,863	175	24,026	–	–	452	52,859	438	156,511	42	7,274	–	–	1,932	326,741	175	24,026	890	209,370
5,586	–	- -	126	18,021	–	–	144	17,655	–	- -	313	36,745	–	–	42	5,586	126	18,021	144	17,655
37,205	–	- -	20	2,773	–	–	246	18,195	–	- -	–	- -	–	–	467	37,205	20	2,773	246	18,195
22,381	362	84,480	1	141	–	–	1,647	186,818	407	93,896	125	20,186	1	323	573	106,861	1	141	2,054	280,714
19,012	62	8,973	17	2,198	–	–	1,163	80,200	60	8,867	14	1,557	–	–	307	27,985	17	2,198	1,223	89,067
24,159	–	- -	64	4,341	–	–	182	10,871	–	- -	37	2,260	–	–	379	24,159	64	4,341	182	19,871
9,301	–	- -	179	18,723	–	–	631	62,833	2	58	741	81,959	2	262	141	9,301	179	18,723	633	62,891
16,651	350	53,337	15	1,539	–	–	151	6,564	348	53,486	2	272	–	–	734	69,988	15	1,539	499	60,050
19,345	156	21,547	–	- -	–	–	239	9,674	147	21,511	1	97	–	–	736	40,892	–	- -	386	31,185
170,315	330	120,592	262	43,815	–	–	487	54,178	265	94,339	197	33,209	1	101	1,811	290,907	262	43,815	752	148,517
186,6-7	1,864	604,558	155	39,990	4	2,342	2,700	352,986	2,316	738,783	151	44,374	7	3,878	2,979	791,195	159	42,332	5,016	1,091,769
31,351	326	99,150	490	69,304	40	10,742	232	27,249	360	110,040	449	68,843	41	10,793	588	130,501	530	80,046	592	137,589
3,754	177	71,120	44	6,709	7	2,228	144	19,395	204	82,172	56	8,146	8	2,510	207	74,874	51	8,937	348	101,567
214,434	788	143,283	109	29,939	–	–	458	118,532	488	69,977	32	11,033	11	12,279	1,915	357,717	109	29,939	946	188,509
87,632	407	57,603	86	9,694	–	–	1,226	76,776	388	57,427	66	5,805	–	–	1,809	145,235	86	9,094	1,614	134,203
22,061	139	11,954	175	18,208	–	–	1,022	77,926	137	11,526	636	59,405	–	–	450	34,015	175	18,208	1,159	89,452
15,238	295	27,975	12	1,481	–	–	197	13,167	295	27,975	9	620	–	–	522	43,213	12	1,481	492	41,142
117,125	789	310,394	1,010	126,667	31	9,228	608	68,289	735	293,947	184	34,032	30	9,225	1,788	427,519	1,041	135,895	1,343	362,236
8,807	66	22,284	18	1,057	2	520	71	5,993	66	22,284	17	1,150	4	982	165	31,091	20	1,577	137	28,277
63,117	7	1,457	123	24,541	–	–	504	48,166	–	- -	120	24,274	1	94	687	64,574	123	24,541	504	48,166
8,977	–	- -	25	2,670	–	–	89	5,784	–	- -	3	280	–	–	128	8,977	25	2,670	89	5,784
29,661	4	1,106	66	4,964	–	–	408	26,395	4	1,106	72	5,059	–	–	467	30,767	66	4,964	412	27,501
26,786	9	2,762	12	4,879	–	–	31	15,951	5	1,447	1	161	3	2,369	66	29,548	12	4,879	36	17,398
9,390	94	24,362	5	479	–	–	117	6,418	94	24,362	2	83	–	–	264	33,752	5	479	211	30,780
16,754	419	159,018	–	- -	–	–	98	3,714	412	157,816	–	- -	–	–	822	175,772	–	- -	510	161,560
11,775	3	655	8	2,645	–	–	2,773	244,205	148	28,120	116	31,909	–	–	129	12,430	8	2,645	2,921	272,325
30,411	345	46,865	95	5,540	–	–	337	19,379	369	54,795	101	5,706	–	–	873	77,276	95	5,540	706	74,174
17,567	47	13,321	1	238	–	–	329	11,361	54	15,449	1	238	–	–	570	30,888	1	238	383	26,810
1,397,310	7,473	2,041,659	3,293	463,982	84	25,060	16,686	1,641,563	7,742	2,125,894	3,488	484,677	109	42,816	21,551	3,438,969	3,377	489,042	24,428	3,767,457
3,752	32	3,415	1	81	–	–	60	4,802	28	3,270	1	81	–	–	83	7,167	1	81	88	8,072
518,324	2,301	838,138	197	45,417	1	296	848	79,835	2,100	792,414	48	14,621	–	–	8,172	1,356,162	198	45,713	2,948	872,249
14,898	219	53,442	3	654	–	–	22	1,127	140	33,984	1	345	–	–	402	68,340	3	654	162	35,111
195,327	590	258,933	192	63,851	–	–	930	76,386	538	234,193	33	10,564	–	–	2,325	454,260	192	63,851	1,468	319,579
37,438	254	76,123	10	1,097	–	–	127	9,433	311	92,825	2	264	–	–	694	113,561	10	1,097	438	102,258
568,240	1,914	718,701	253	62,211	–	–	2,756	193,303	2,120	835,226	118	22,536	–	–	7,760	1,286,941	253	62,211	4,876	1,028,529
57,147	208	85,735	3	647	–	–	76	5,381	209	87,049	1	271	–	–	914	142,882	3	647	285	92,439
13,222	–	- -	18	4,590	–	–	61	6,109	–	- -	9	1,911	–	–	97	13,222	18	4,590	61	6,109
									69	22,413	18	5,966	–	–	299	60,648	75	25,635	231	45,281

A RETURN of the Number and Tonnage of Sailing Vessels Registered at each of the Ports of the Colonies of the United Kingdom respectively, distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1866:—A similar Return of Steam Vessels and their Tonnage.

	Sailing Vessels.				Steam Vessels.			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Europe:								
Malta	57	963	97	26,882	—	—	—	—
Gibraltar	31	827	37	10,232	3	51	3	227
Africa:								
Sierra Leone	29	598	8	907	1	38	1	154
Bathurst	14	355	9	971	—	—	—	—
Cape of Good Hope	17	511	51	13,153	1	33	1	123
Mauritius	74	2,319	81	22,415	-	-	2	154
Asia:								
Bombay	4	102	142	37,532	1	38	13	2,313
Calcutta	-	-	126	84,431	2	45	32	5,862
Cochin	-	-	31	7,097	—	—	—	—
Coringa	-	-	5	1,256	—	—	—	—
Madras	-	-	3	830	—	—	—	—
Penang	5	213	64	14,142	—	—	—	—
Singapore	56	1,954	113	33,590	1	32	6	1,083
Ceylon	204	6,785	158	13,804	-	-	1	266
Moulmein	-	-	4	2,191	—	—	—	—
Hong Kong	2	69	72	24,720	-	-	20	6,208
Australia:								
Sydney	216	5,661	340	64,552	21	463	60	12,541
Melbourne	143	3,853	315	51,713	13	360	16	1,608
Hobart Town	82	2,180	63	11,877	2	75	6	1,519
Launceston	41	882	14	2,818	1	45	2	373
Adelaide	38	984	60	12,298	7	195	21	3,044
Fremantle	32	738	6	1,141	2	35	—	—
New Zealand	364	9,371	93	13,925	14	473	25	3,534
America (British Northern Colonies):								
Newfoundland	987	30,115	501	52,003	3	101	6	985
Canada	386	12,924	596	111,800	44	1,134	98	20,947
New Brunswick	346	8,690	609	221,732	9	211	19	3,312
Nova Scotia and Cape Breton.	1,609	44,224	1,656	328,352	4	143	11	2,028
Prince Edward Island	99	2,895	195	38,029	-	-	3	848
British West Indies:								
Antigua	59	834	7	633	—	—	—	—
Barbadoes	12	388	42	7,492	-	-	1	664
Dominica	6	142	2	380	—	—	—	—
Grenada	28	421	—	—	—	—	—	—
Jamaica	82	2,012	44	6,068	-	-	1	283
Montserrat	-	-	3	171	—	—	—	—
Nevis	2	39	—	—	—	—	—	—
St. Christopher	16	280	15	2,238	—	—	—	—
St. Lucia	8	258	1	250	—	—	—	—
St. Vincent	23	462	2	275	—	—	—	—
Tobago	-	-	1	57	—	—	—	—
Tortola	17	196	5	761	—	—	—	—
Trinidad	49	676	8	917	-	-	1	234
Bahamas	283	6,609	261	41,467	-	-	14	4,350
Bermuda	5	133	43	7,905	—	—	—	—
Demerara	56	1,514	31	4,375	1	33	4	701
Berbice	17	300	2	133	—	—	—	—
Ruatan	16	207	1	183	—	—	—	—
Belize	34	717	7	614	—	—	—	—

General Register and Record Office of Shipping and Seamen, London, 29 May 1867.

John J. Mayo, Registrar General of Shipping and Seamen.

A RETURN of the NUMBER and TONNAGE of NEW VESSELS Built in the United Kingdom, and at each of the British Possessions respectively (distinguishing Timber from Iron, and Steam from Sailing Vessels), and Registered as British Ships, in the Year 1866.

	Sailing Vessels.				Steam Vessels.			
	Timber.		Iron.		Timber.		Iron.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
United Kingdom:								
England - - -	713	98,425	69	43,880	48	1,600	166	78,302
Scotland - - -	132	36,076	34	25,026	6	2,227	123	47,557
Ireland - - -	9	309	12	3,962	- -	- -	11	3,825
Total for United Kingdom -	854	134,810	115	72,868	54	3,827	300	129,684
British Possessions:								
Channel Islands -	38	4,422	—	—	—	—	—	—
Malta - - -	1	553	—	—	—	—	—	—
North American Provinces - - -	739	157,120	1	93	11	1,799	—	—
West Indies - -	28	447	- -	- -	1	42	—	—
Australia and New Zealand - -	59	3,512	1	65	5	151	8	988
East Indies and Singapore - - -	34	1,693	—	—	—	—	—	—
Mauritius - - -	1	36	—	—	—	—	—	—
Cape of Good Hope -	2	65	—	—	—	—	—	—
River Gambia (Bathurst) - -	1	34	—	—	—	—	—	—
Sierra Leone - -	2	24	—	—	—	—	—	—
Total for British Possessions -	905	167,906	2	158	17	1,992	8	988
Total for United Kingdom and British Possessions -	1,759	302,716	117	73,026	71	5,819	308	130,672

General Register and Record Office of Shipping and Seamen,
London, 29 May 1867.

John J. Mayo,
Registrar General of Shipping and Seamen.

A RETURN of the Number of Vessels, with their Tonnage (distinguishing Timber from Iron, and Steam from Sailing Vessels), that were Registered in the United Kingdom as new Ships in the Year 1866.

	Timber.		Iron.	
	Vessels.	Tons.	Vessels.	Tons.
Sailing Vessels	938	170,932	116	72,866
Steam Vessels	52	3,339	295	128,862
Total	990	174,271	411	201,728

Note.—This Return includes Vessels bought of Foreigners.

General Register and Record Office of Shipping and Seamen, London, 29 May 1867.

John J. Mayo,
Registrar General of Shipping and Seamen.

A RETURN of Vessels Sold and Transferred in the United Kingdom, in the Year 1866, distinguishing Steam from Sailing Vessels.

	Vessels.	Tons.
Sailing Vessels	1,114	284,363
Steam Vessels	159	47,601
Total	1,273	331,964

General Register and Record Office of Shipping and Seamen, London, 29 May 1867.

John J. Mayo,
Registrar General of Shipping and Seamen.

A RETURN of Vessels Wrecked in the Year 1866, belonging to the United Kingdom.

	Vessels.	Tons.
Sailing Vessels	561	146,325
Steam Vessels	32	18,520
Total	593	164,845

General Register and Record Office of Shipping and Seamen, London, 29 May 1867.

John J. Mayo,
Registrar General of Shipping and Seamen.

A RETURN of Vessels Broken up in the Year 1866, belonging to the United Kingdom.

	Vessels.	Tons.
Sailing Vessels	56	6,703
Steam Vessels	13	2,275
Total	69	8,978

General Register and Record Office of Shipping and Seamen, London, 29 May 1867.

John J. Mayo,
Registrar General of Shipping and Seamen.

A RETURN of the Number of Colonial-built Vessels, and their Tonnage, Registered at each of the Ports of the United Kingdom, in the Year 1866; distinguishing the Number and Tonnage of each Colony respectively.

	Channel Islands.		Canada.		New Brunswick.		Nova Scotia and Cape Breton.		Prince Edward Island.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
London	2	570	3	2,082	1	1,304	–	–	–	–
Bristol	–	–	–	–	2	2,333	–	–	–	–
Colchester	1	21	–	–	–	–	–	–	–	–
Dartmouth	1	6	–	–	–	–	–	–	–	–
Hull	–	–	–	–	–	–	1	450	–	–
Liverpool	–	–	2	2,414	6	5,796	1	1,149	1	93
Newhaven	–	–	–	–	–	–	–	–	1	168
Rochester	1	25	–	–	–	–	–	–	–	–
Sunderland	–	–	–	–	1	204	–	–	–	–
Swansea	–	–	–	–	1	484	–	–	1	297
Glasgow	–	–	1	1,280	–	–	–	–	–	–
Greenock	–	–	1	760	–	–	–	–	–	–
Cork	1	26	–	–	–	–	–	–	–	–
Dublin	2	42	1	294	–	–	–	–	–	–
Total	8	690	8	6,830	11	10,121	2	1,599	3	558

General Register and Record Office of Shipping and Seamen,
London, 29 May 1867.

John J. Mayo,
Registrar General of Shipping and Seamen.

A RETURN of the Number of Foreign-built Vessels, and their Tonnage, Registered at each of the Ports of the United Kingdom, in the Year 1866.

	Vessels.	Tons.		Vessels.	Tons.
London	13	4,851	Ramsgate	1	47
Bideford	1	66	Rye	1	198
Brixham	1	28	Scarborough	1	96
Cardiff	1	144	Shields, North	4	1,370
Colchester	1	188	Shields, South	3	2,454
Cowes	1	131	Sunderland	3	295
Deal	1	263	Aberdeen	1	60
Falmouth	1	100	Dundee	1	98
Goole	1	65	Granton	2	272
Grimsby	2	164	Peterhead	1	29
Ipswich	1	86	Belfast	1	71
Liverpool	13	8,547	Coleraine	1	142
Lynn	1	33	Cork	1	215
Maryport	1	308	Newry	1	89
Padstow	1	333	Total	63	20,937
Penzance	1	194			

General Register and Record Office of Shipping and Seamen,
London, 29 May 1867.

John J. Mayo,
Registrar General of Shipping and Seamen.

A RETURN of the SHIPPING employed in the Trade of the United Kingdom, exhibiting the Number and Tonnage of Vessels that entered Inwards and cleared Outwards (including their repeated Voyages), separating British from Foreign Vessels, also Steam from Sailing Vessels, and distinguishing the Trade with each Country, in the Year 1866.

COUNTRIES.		INWARDS.				OUTWARDS.			
		BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
		Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Russia	Steam	333	217,911	25	26,137	291	196,592	21	19,906
	Sailing	1,959	464,659	2,616	597,585	1,327	306,819	1,275	263,716
Sweden	Steam	140	76,294	39	18,048	141	75,896	36	16,623
	Sailing	365	72,654	2,277	475,388	256	47,227	1,456	303,185
Norway	Steam	121	45,606	22	7,813	110	41,477	56	15,265
	Sailing	379	31,379	2,664	486,834	221	25,840	2,517	483,219
Denmark	Steam	93	35,828	36	10,398	155	61,483	52	16,795
	Sailing	34	4,454	1,224	105,023	466	86,785	3,958	549,027
Prussia	Steam	274	132,142	59	20,861	286	142,067	46	15,309
	Sailing	642	85,443	1,707	321,537	719	110,270	1,399	287,853
Germany	Steam	1,347	612,221	363	261,434	1,188	518,161	284	131,826
	Sailing	1,087	226,529	2,156	277,910	1,020	185,365	2,443	277,765
Holland	Steam	1,487	538,582	190	53,654	1,336	465,471	153	46,532
	Sailing	1,119	201,227	1,150	172,747	1,037	158,363	513	42,329
Belgium	Steam	965	328,524	668	103,969	837	278,242	511	85,291
	Sailing	734	138,706	549	103,757	629	65,583	70	8,857
Channel Islands	Steam	512	107,326	—	—	552	115,308	—	—
	Sailing	1,201	141,398	21	2,583	785	62,707	—	—
France	Steam	5,135	1,300,946	285	73,651	4,693	1,220,908	186	57,686
	Sailing	5,236	633,976	4,882	499,088	5,039	641,224	4,258	344,532
Portugal	Steam	183	84,098	23	12,200	169	69,429	18	8,828
	Sailing	939	144,075	159	23,505	560	87,071	348	62,230
Spain	Steam	143	62,986	117	54,789	164	72,930	117	53,008
	Sailing	829	195,960	247	58,906	1,183	256,387	653	138,040
Gibraltar	Steam	31	19,258	—	—	74	45,490	1	266
	Sailing	13	4,197	6	1,767	215	34,739	17	3,687
Italian States	Steam	180	127,690	1	530	183	144,121	5	4,490
	Sailing	402	80,673	376	106,861	617	158,337	1,176	355,520
Malta	Steam	5	4,982	—	—	26	22,731	1	1,302
	Sailing	16	10,949	—	—	209	71,634	90	30,617
Ionian Islands	Steam	9	4,717	—	—	2	1,139	—	—
	Sailing	8	1,425	—	—	13	2,794	40	14,682
Greece	Steam	37	24,809	—	—	15	11,475	—	—
	Sailing	53	9,195	6	1,054	51	17,403	38	11,283
Turkey	Steam	76	81,992	—	—	48	56,357	5	5,447
	Sailing	337	100,160	327	110,419	246	70,817	298	94,669
Wallachia and Moldavia	Steam	10	5,336	—	—	4	2,246	—	—
	Sailing	52	11,459	97	22,429	19	3,565	9	1,771
Syria	Steam	2	2,406	—	—	—	—	—	—
	Sailing	2	926	1	166	20	6,919	8	1,994
Africa	Steam	212	219,842	1	233	236	238,538	11	3,454
	Sailing	630	187,628	135	43,881	918	297,121	435	148,121
Asia	Steam	13	16,884	—	—	28	23,080	1	82
	Sailing	1,257	1,083,024	61	35,662	1,543	1,345,468	263	170,444
America:									
British Northern Colonies	Steam	64	86,950	—	—	67	80,890	—	—
	Sailing	1,696	964,191	299	166,133	1,110	643,909	123	58,214
British West Indies	Steam	32	30,934	—	—	21	18,505	—	—
	Sailing	840	267,069	69	24,182	671	221,213	53	16,061
Foreign West Indies	Steam	35	58,027	—	—	44	70,132	—	—
	Sailing	222	76,396	244	71,805	488	183,012	491	159,603
United States	Steam	376	585,649	14	12,859	333	543,608	80	137,157
	Sailing	540	331,205	594	467,581	567	408,242	484	447,772
Central and Southern States	Steam	74	70,031	1	400	85	73,725	1	576
	Sailing	876	329,382	325	86,289	1,142	461,492	574	191,302
Falkland Islands	Steam	1	1,090	—	—	—	—	—	—
	Sailing	5	1,446	—	—	9	2,576	1	320
Whale Fisheries	Steam	16	5,696	—	—	16	5,836	—	—
	Sailing	14	3,560	—	—	19	4,905	—	—
TOTAL		33,393	10,692,102	24,036	4,920,068	32,203	10,563,624	24,575	5,086,656

General Register and Record Office of Shipping and Seamen,
London, 29 May 1867.

John J. Mayo,
Registrar General of Shipping and Seamen.

SHIPPING.

RETURNS of the Number and Tonnage of SAILING and STEAM VESSELS Registered at each Port of the United Kingdom, &c.; SHIPPING Entered and Cleared; SHIPS Built, Registered, &c.—(In continuation of Parliamentary Paper, No. 302, of Sess. 1866.)

(*Mr. Ingham.*)

Ordered, by The House of Commons, *to be Printed,*
6 *June* 1867.

355.

Under 3 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 1 July 1867;—for,

RETURN "of the Names of the STEAM FERRIES plying on the *Firth of Forth* between *Granton* and *Burntisland;* the Tonnage of each; the Number of Passengers which each is entitled to carry when plying between *Granton* and *Burntisland;* the Date when each was Built; the Date of the Engines; the Date of the last thorough Overhaul and Repair of each; and the Names of the Owners:"

"And, COPY of the last REPORT or CERTIFICATE of the State of the HULL and ENGINES of each at the Time of the last Certificate under the Merchant Shipping Act, and the Names of the Actual Surveyor of the Hulls and Engines; stating also, whether the said Surveyors are Officers of the Board of Trade or not."

RETURN of the Names of the STEAM FERRIES plying on the *Firth of Forth* between *Granton* and *Burntisland*; the Tonnage of each; the Number of Passengers which each is entitled to carry when plying between *Granton* and *Burntisland;* the Date when each was Built; the Date of the Engines; the Date of the last thorough Overhaul and Repair of each; and the Names of the Owners.

NAMES of VESSELS.	Gross Tonnage.	Register Tonnage.	Number of Passengers when plying between Granton and Burntisland.	Date when Built.	Date of Engines.	Date of last thorough Overhaul and Repair.	Names of Owners.
Auld Reekie	163	102	Winter - 249 Summer 328	1847	1847	Aug. 1866	North British Railway Company.
Balbirnie -	533	357	Winter - 674 Summer 997	1861	1861	Jan. 1867	North British Railway Company.
Express -	268	169	Winter - 388 Summer 547	1848	1848	Feb. 1867	North British Railway Company.
Forth - -	209	105	Winter - 348 Summer 466	1846	1846	May 1867	North British Railway Company.
Kinloch -	585	333	Winter - 752 Summer 1,128	1865	1865	July 1867	North British Railway Company.
Leviathan -	417	301	Winter - 658 Summer 962	1849	1849	Jan. 1866	North British Railway Company.

Board of Trade,
14 August 1867.

T. H. FARRER.

COPY of the last REPORT or CERTIFICATE of the State of the HULL and ENGINES of each of the STEAM FERRIES at the time of the last Certificate under the Merchant Shipping Act, and the Names of the Actual Surveyor of the Hulls and Engines.

"AULD REEKIE."

DECLARATION for the MACHINERY of a RIVER PASSENGER STEAM SHIP.

Number of former Certificate, 994.—Date of former Certificate, 8 September 1866.

SHIP'S NAME. (1.)	Official Number. (2.)	Port of Registry. (3.)	Tonnage. Gross. (4.)	Tonnage. Register. (5.)	Iron or Wood. (6.)	Paddle or Screw. (7.)	Horse Power of Engines. Nominal. (8.)	Horse Power of Engines. Indicated. (9.)
Auld Reekie - -	15,778	Leith -	163	102	Iron -	Paddle -	68	—

Boilers. No. (10.)	Boilers. Age. (11.)	Boilers. Description. (12.)	Safety Valves. No. on each Boiler. (13.)	Safety Valves. Weight per Square Inch. (14.)	Date when seen on the Ground. (15.)	Owner's Name and Address. (16.)	Engineers. Surnames. (17.)	Engineers. No. of Certificate. (18.)	Engineers. Description of Certificate. (19.)
One -	6 months	Tubular -	Two.	15 lbs.	June 1866	North British Railway Company, Edinburgh.	1st. —	—	—
							2nd. —	—	—

This ship, as regards her machinery, is, in my judgment, fit to ply within the following limits; viz., from Granton to Anstruther and North Berwick, with the number of passengers stated in the Shipwright Surveyor's declaration, but is not fit to ply beyond those limits; nor within those limits with a greater number of passengers.

I hereby declare as follows, viz.:—

That on the 1st day of March I inspected the machinery of the above-named steam ship, and the safety valves on board the same; and I declare that the said machinery is sufficient for the service intended, and in good condition, and that the safety valves are such and in such condition as required by "The Merchant Shipping Act, 1854," and that the same will, in my judgment, be sufficient until the 1st day of September next.

That the weight to be placed on the safety valves in this steam ship is not to exceed 15 pounds on the square inch, and that such weight has been placed on them accordingly.

That I have examined all parts of the hull of this vessel which are in connection with the machinery and boilers, or on or against which any part of the machinery and boilers rests. Also all parts of the hull against or through which any pipe, valve, or shaft in connection with the machinery and boilers passes. And I further declare that all such parts of the hull as I have examined are sufficient for the service intended, and in good condition, and will, in my judgment, be sufficient until the 1st day of September next.

Dated at Leith this 2nd day of March 1867, and given to Wm. Scotland, agent of the above-named steam ship, this 5th day of March 1867, by me,

Alex. Elder, Engineer Surveyor,
An Officer of the Board of Trade.

"AULD REEKIE."

DECLARATION for a STEAM SHIP Plying on a River.

Number and Date of last Certificate, 994; 8 September 1866.

Steam Ship "Auld Reekie," of Leith.—William Morrison, Master.

Owner's Name and Address:—North British Railway Company, Edinburgh.

Official Number of Ship.	Iron or Wood.	Gross Tonnage.	Registered Tonnage.	Horse Power.	Paddle or Screw.	Number of Partitions, if built of Iron.	When last seen on the Ground.	Height of Bulwarks	Number of Boats, and Cubic Contents of each.
15,778	Iron	163	102	68	Paddle	Four	June 1866	Three feet	*Feet.* 2{206, 206} = 412

Number of Superficial Feet of Clear Space on Upper Deck.	Deductions made for Incumbrances.	Number of Passengers who can be Accommodated Below at Nine Square Feet each.		Upper Deck for Passengers.		Number and Description of Certificates of Master and Mate.		Number of Persons comprising the Crew.
		Forward.	Abaft.	Extreme Length.	Extreme Breadth.	Master.	Mate.	
Square feet. 3) 1,432 = 477	668	22	90	*Ft. in.* 141 5	*Ft. in.* 19 1	C. S. Master. 120,518 H. T. P.	—	10

This ship is provided with a foresail and jib bent, a suitable anchor and cable,—a suitable boat,—a compass properly fixed and in good order, and two life buoys fit and ready for use.

The space measured for passenger accommodation in this ship comprises the entire upper deck, the saloon and after cabin, independent of all fixtures.

This ship is, in my judgment, fit to ply within the following limits; viz., from Granton to Anstruther and North Berwick, with the following number of passengers, but is not fit to ply beyond those limits; nor within those limits with a greater number of passengers.

When there is no deck cargo or other incumbrance of the space measured for passenger accommodation—

Above Queensferry - - - - - - - - - 567 passengers.
Below ditto:—
During the month of March (Winter number) - - - 249 „
At other times (Summer number) - - - - - 328 „

If cattle, or cargo, or other articles, is carried in the space measured as above stated for passenger accommodation,—Then for every square yard of such space so occupied when the vessel is plying—

Above Queensferry - - - 3 } Passengers are to be deducted from the
Below ditto - - - - 1½ } numbers above stated.

I hereby declare that on the 1st day of March 1867, I inspected the hull of the above-named steam ship, also the boat, life-buoys, lights, compass, and other equipments on board the same, and also the certificate of the master; and I declare that the hull of the said ship is adapted for river or lake service within the above-mentioned limits, and that it is in good condition, and that the said boats, life-buoys, lights, compass, and certificate, are such and in such condition as required by the Act 17 & 18 Vict. c. 104, and that the same will, in my judgment, be sufficient until the 1st day of September next.

Dated at Leith this 2nd day of March 1867, and given to William Scotland, agent of the above-named steam ship, this 5th day of March 1867.

Alex. Elder, Shipwright Surveyor,
An Officer of the Board of Trade.

"BALBIRNIE."

DECLARATION for the MACHINERY of a RIVER PASSENGER STEAM SHIP.

Number of former Certificate, 991.—Date of former Certificate, 3 December 1866.

SHIP'S NAME. (1.)	Official Number. (2.)	Port of Registry. (3.)	Tonnage. Gross. (4.)	Tonnage. Register. (5.)	Iron or Wood. (6.)	Paddle or Screw. (7.)	Horse Power of Engines. Nominal. (8.)	Horse Power of Engines. Indicated. (9.)
Balbirnie - - -	28,755	Leith -	533	357	Iron -	Paddle -	200	—

Boilers. No. (10.)	Boilers. Age. (11.)	Boilers. Description. (12.)	Safety Valves. No. on each Boiler. (13.)	Safety Valves. Weight per Square Inch. (14.)	Date when seen on the Ground. (15.)	Owner's Name and Address. (16.)	Engineers. Surnames. (17.)	Engineers. No. of Certificate. (18.)	Engineers. Description of Certificate. (19.)
Two -	6 years.	Flue -	Two.	14¼ lbs.	June 1866	North British Railway Company, Edinburgh.	1st. —	—	—
							2nd. —	—	—

This ship, as regards her machinery, is, in my judgment, fit to ply within the following limits; viz., from Granton to Burntisland, with the number of passengers stated in the Shipwright Surveyor's declaration, but is not fit to ply beyond those limits; nor within those limits with a greater number of passengers.

I hereby declare as follows, viz.:—

That on the 21st day of May I inspected the machinery of the above-named steam ship, and the safety valves on board the same; and I declare that the said machinery is sufficient for the service intended, and in good condition, and that the safety valves are such and in such condition as required by "The Merchant Shipping Act, 1854," and that the same will, in my judgment, be sufficient until the 21st day of November next.

That the weight to be placed on the safety valves in this steam ship is not to exceed 14¼ pounds on the square inch, and that such weight has been placed on them accordingly.

That I have examined all parts of the hull of this vessel which are in connection with the machinery and boilers, or on or against which any part of the machinery and boilers rests. Also all parts of the hull against or through which any pipe, valve, or shaft in connection with the machinery and boilers passes. And I further declare that all such parts of the hull as I have examined, are sufficient for the service intended, and in good condition, and will, in my judgment, be sufficient until the 21st day of November next.

Dated at Leith this 24th day of May 1867, and sent to Wm. Scotland, agent of the above-named steam ship, this 24th day of May 1867, by me,

L. Mills, Engineer Surveyor,
An Officer of the Board of Trade.

"BALBIRNIE."

DECLARATION for a STEAM SHIP Plying on a River.

Number and Date of last Certificate, 991 ; 3 December 1866.

Steam Ship "Balbirnie," of Leith.—William Elder, Master.

Owner's Name and Address:—North British Railway Company, Edinburgh.

Official Number of Ship.	Iron or Wood.	Gross Tonnage.	Registered Tonnage.	Horse Power.	Paddle or Screw.	Number of Partitions, if built of Iron.	When last seen on the Ground.	Height of Bulwarks.	Number of Boats, and Cubic Contents of each.
									Feet.
28,755	Iron -	533	357	200	Paddle	Four -	June 1866	Three feet	2 { 260 / 270
									530

Number of Superficial Feet of Clear Space on Upper Deck.	Deductions made for Incumbrances.	Number of Passengers who can be Accommodated Below at Nine Square Feet each.		Upper Deck for Passengers.		Number and Description of Certificates of Master and Mate.		Number of Persons comprising the Crew.
		Forward.	Abaft.	Extreme Length.	Extreme Breadth.	Master.	Mate.	
Square feet.				*Ft. in.*	*Ft. in.*			
3) 5,822	924	- -	27	199 6	40 4	Licensed Pilot	—	11
1,940								

The ship is provided with no masts, a suitable anchor and cable,—suitable boat,—a compass properly fixed and in good order, and two life-buoys fit and ready for use.

The space measured for passenger accommodation in this ship comprises the entire upper deck, the after cabin, independent of all fixtures.

This ship is, in my judgment, fit to ply within the following limits; viz., from Granton to Burntisland, with the following number of passengers, but is not fit to ply beyond those limits; nor within those limits with a greater number of passengers.

When there is no deck cargo, or other incumbrance of the space measured for passenger accommodation—

Above Queensferry - - - - - - - - - 1,967 passengers.
Below ditto:—
During the month of November (Winter number) - - 674 „
At other times (Summer number) - - - - - 997 „

If cattle, or cargo, or other articles, is carried in the space measured as above stated for passenger accommodation,—Then for every square yard of such space so occupied when the vessel is plying—

Above Queensferry - - - - 3 } Passengers are to be deducted from the
Below ditto - - - - 1½ } numbers above stated.

I hereby declare that, on the 21st day of May 1867, I inspected the hull of the above-named steam ship, also the boat, life-buoys, lights, compass, and other equipments on board the same, and also the certificate of the master; and I declare that the hull of the said ship is adapted for river or lake service within the above-mentioned limits, and that it is in good condition, and that the said boats, life-buoys, lights, compass, and certificates are such and in such condition as required by the Act 17 & 18 Vict. c. 104, and that the same will, in my judgment, be sufficient until the 21st day of November next.

Dated at Leith this 24th day of May 1867, and sent to William Scotland, agent of the above-named steam ship, this 24th day of May 1867.

L. Mills, Shipwright Surveyor,
An Officer of the Board of Trade.

"EXPRESS."

DECLARATION for the MACHINERY of a RIVER PASSENGER STEAM SHIP.

Number of former Certificate, 992.—Date of Former Certificate, 24 December 1866.

SHIP'S NAME. (1.)	Official Number. (2.)	Port of Registry. (3.)	Tonnage. Gross. (4.)	Tonnage. Register. (5.)	Iron or Wood. (6.)	Paddle or Screw. (7.)	Horse Power of Engines. Nominal. (8.)	Horse Power of Engines. Indicated. (9.)
Express - - -	15,776	Leith. -	268	169	Iron -	Paddle -	120	—

Boilers. No. (10.)	Boilers. Age. (11.)	Boilers. Description. (12.)	Safety Valves. No. on each Boiler. (13.)	Safety Valves. Weight per Square Inch. (14.)	Date when seen on the Ground. (15.)	Owner's Name and Address. (16.)	Engineers. Surnames. (17.)	Engineers. No. of Certificate. (18.)	Engineers. Description of Certificate. (19.)
One -	3 years	Tubular -	Two	15 lbs.	June 1867	North British Rrilway Company, Edinburgh.	1st —	—	—
							2nd. —	—	—

This ship, as regards her machinery, is, in my judgment, fit to ply within the following limits; viz., from Leith to Anstruther and North Berwick, with the number of passengers stated in the Shipwright Surveyor's declaration, but is not fit to ply beyond those limits; nor within those limits with a greater number of passengers.

I hereby declare as follows, viz.:—

That on the 19th day of June I inspected the machinery of the above-named steam ship, and the safety valves on board the same; and I declare that the said machinery is sufficient for the service intended, and in good condition, and that the safety valves are such and in such condition as required by "The Merchant Shipping Act, 1854," and that the same will, in my judgment, be sufficient until the 19th day of December next.

That the weight to be placed on the safety valves in the steam ship is not to exceed 15 pounds on the square inch, and that such weight has been placed on them accordingly.

That I have examined all parts of the hull of this vessel which are in connection with the machinery and boilers, or on or against which any part of the machinery and boilers rests. Also all parts of the hull against or through which any pipe, valve, or shaft in connection with the machinery and boilers passes. And I further declare that all such parts of the hull as I have examined are sufficient for the service intended, and in good condition, and will, in my judgment, be sufficient until the 19th day of December next.

Dated at Leith this 19th day of June 1867, and sent to the agent of the above-named steam ship, this 19th day of June 1867, by me,

L. Mills, Engineer Surveyor,
An Officer of the Board of Trade.

"EXPRESS."

DECLARATION for a STEAM SHIP Plying on a River.

Number and Date of last Certificate, 992; 24 December 1866.

Steam Ship "Express," of Leith.—William Morrison, Master.

Owner's Name and Address:—North British Railway Company, Edinburgh.

Official Number of Ship.	Iron or Wood.	Gross Tonnage.	Registered Tonnage.	Horse Power.	Paddle or Screw.	Number of Partitions, if built of Iron.	When last seen on the Ground.	Height of Bulwarks.	Number of Boats, and Cubic Contents of each.
15,776	Iron -	268	169	120	Paddle -	2	June 1867 -	*Ft. in.* 3 6	*Ft. in.* 3 { 336 8 / 336 8 / 225 7 } = 898 11

Number of Superficial Feet of clear Space on Upper Deck.	Deductions made for Incumbrances.	Number of Passengers who can be Accommodated Below at Nine Square Feet each.		Upper Deck for Passengers.		Number and Description of Certificates of Master and Mate.		Number of Persons comprising the Crew.
		Forward.	Abaft.	Extreme Length.	Extreme Breadth.	Master.	Mate.	
Square feet. 3) 2,856 / 952	316	46	71	*Ft. in.* 165 7	*Ft. in.* 27 0	120,518 C. S. Master. H. T. P.	—	10

This ship is provided with a foresail and jib bent, a suitable anchor and cable,—suitable boat,—a compass properly fixed and in good order, and two life-buoys fit and ready for use.

The space measured for passenger accommodation in this ship comprises the entire upper deck and after cabins, independent of all fixtures.

This ship is, in my judgment, fit to ply within the following limits; viz., from Leith to Anstruther and North Berwick, with the following number of passengers, but is not fit to ply beyond those limits; nor within those limits with a greater number of passengers.

When there is no deck cargo or other incumbrance of the space measured for passenger accommodation—

Above Queensferry - - - - - - - - - 1,023 passengers.
Below ditto:—
During the months of November and December (Winter number) 388 „
At other times (Summer number) - - - - - 547 „

If cattle, or cargo, or other articles, is carried in the space measured as above stated for passenger accommodation,—Then for every square yard of such space so occupied when the vessel is plying—

Above Queensferry - - - - 3 } Passengers are to be deducted from the
Below ditto - - - - - 1½ } numbers above stated.

I hereby declare that on the 19th day of June 1867, I inspected the hull of the above-named steam ship, also the boat, life-buoys, lights, compass, and other equipments on board the same, and also the certificate of the master; and I declare that the hull of the said ship is adapted for river or lake service within the above-mentioned limits, and that it is in good condition, and that the said boats, life-buoys, lights, compass, and certificate are such and in such condition as required by the Act 17 & 18 Vict. c. 104, and that the same will, in my judgment, be sufficient until the 19th day of December next.

Dated at Leith this 19th day of June 1867, and sent to William Scotland, agent of the above-named steam ship, this 19th day of June 1867.

L. Mills, Shipwright Surveyor,
An Officer of the Board of Trade.

"FORTH."

DECLARATION for the MACHINERY of a RIVER PASSENGER STEAM SHIP.

Number of former Certificate, 990.—Date of former Certificate, 11 December 1866.

SHIP'S NAME. (1.)	Official Number. (2.)	Port of Registry. (3.)	Tonnage. Gross. (4.)	Tonnage. Register. (6.)	Iron or Wood. (6.)	Paddle or Screw. (7.)	Horse Power of Engines. Nominal. (8.)	Horse Power of Engines. Indicated. (9.)
Forth - - -	15,779	Leith -	209	105	Iron -	Paddle -	120	—

Boilers. No. (10.)	Boilers. Age. (11.)	Boilers. Description. (12.)	Safety Valves. No. on each Boiler. (13.)	Safety Valves. Weight per Square Inch. (14.)	Date when seen on the Ground. (15.)	Owner's Name and Address. (16.)	Engineers. Surnames. (17.)	Engineers. No. of Certificate. (18.)	Engineers. Description of Certificate. (19.)
One -	10½ years	Tubular -	Two.	13 lbs.	July 1866	North British Railway Company, Edinburgh.	1st. —	—	—
							2nd. —	—	—

This ship, as regards her machinery, is, in my judgment, fit to ply within the following limits; viz., from Granton to Anstruther and North Berwick, with the number of passengers stated in the Shipwright Surveyor's declaration, but is not fit to ply beyond those limits; nor within those limits with a greater number of passengers.

I hereby declare as follows, viz.:—

That on the 21st day of May I inspected the machinery of the above-named steam ship, and the safety valves on board the same; and I declare that the said machinery is sufficient for the service intended, and in good condition, and that the safety valves are such and in such condition as required by "The Merchant Shipping Act, 1854," and that the same will, in my judgment, be sufficient until the 21st day of November next.

That the weight to be placed on the safety valves in this steam ship is not to exceed 13 pounds on the square inch, and that such weight has been placed on them accordingly.

That I have examined all parts of the hull of this vessel which are in connection with the machinery and boilers, or on or against which any part of the machinery and boilers rests. Also all parts of the hull against or through which any pipe, valve, or shaft in connection with the machinery and boilers passes. And I further declare that all such parts of the hull as I have examined are sufficient for the service intended, and in good condition, and will, in my judgment, be sufficient until the 21st day of November next.

Dated at Leith this 24th day of May 1867, and sent to William Scotland, agent of the above-named steam ship, this 24th day of May 1867, by me,

L. Mills, Engineer Surveyor,
An Officer of the Board of Trade.

"FORTH."

DECLARATION for a STEAM SHIP Plying on a River.

Number and Date of last Certificate, 990; 11 December 1866.

Steam Ship "Forth," of Leith.—William P. Evans, Master.

Owner's Name and Address:—North British Railway Company, Edinburgh.

Official Number of Ship.	Iron or Wood.	Gross Tonnage.	Registered Tonnage.	Horse Power.	Paddle or Screw.	Number of Partitions, if built of Iron.	When last seen on the Ground.	Height of Bulwarks.	Number of Boats, and Cubic Contents. of each.
								Ft. in.	*Feet.*
15,779	Iron -	209	105	120	Paddle -	Three -	July 1866 -	3 6	2{282 / 282
									564

Number of Superficial Feet of Clear Space on Upper Deck.	Deductions made for Incumbrances.	Number of Passengers who can be Accommodated Below at Nine Square Feet each.		Upper Deck for Passengers.		Number and Description of Certificates of Master and Mate.		Number of Persons comprising the Crew.
		Forward.	Abaft.	Extreme Length.	Extreme Breadth.	Master	Mate.	
Square Feet.				*Ft. in.*	*Feet.*			
3) 2,133	997	52	111	148 6	30	C. C. Master. 100,725. H. T. P.	—	10
711								

This ship is provided with a foresail and jib bent, a suitable anchor and cable,—suitable boat,—compass properly fixed and in good order, and two life buoys fit and ready for use.

The space measured for passenger accommodation in this ship comprises the entire upper deck, the after cabin, independent of all fixtures.

This ship is, in my judgment, fit to ply within the following limits; viz., from Granton to Anstruther and North Berwick, with the following number of passengers, but is not fit to ply beyond those limits; nor within those limits with a greater number of passengers.

When there is no deck cargo or other incumbrance of the space measured for passenger accommodation—

Above Queensferry - - - - - - - - - - 822 passengers.
Below ditto:—
During the month of November (Winter number) - - 348 „
At other times (Summer number) - - - - - 466 „

If cattle, or cargo, or other articles, is carried in the space measured as above stated for passenger accommodation,—Then for every square yard of such space so occupied when the vessel is plying—

Above Queensferry - - - - 3 } Passengers are to be deducted from the
Below ditto - - - - - 1½ } numbers above stated.

I hereby declare that on the 21st day of May 1867, I inspected the hull of the above-named steam ship, also the boat, life-buoys, lights, compass, and other equipments on board the same, and also the certificate of the master; and I declare that the hull of the said ship is adapted for river or lake service within the above-mentioned limits, and that it is in good condition, and that the said boats, life-buoys, lights, compass, and certificate, are such and in such condition as required by the Act 17 & 18 Vict. c. 104, and that the same will, in my judgment, be sufficient until the 21st day of November next.

Dated at Leith this 24th day of May 1867, and given to William Scotland, agent of the above-named steam ship, this 24th day of May 1867.

L. Mills, Shipwright Surveyor,
An Officer of the Board of Trade.

"KINLOCH."

DECLARATION for the MACHINERY of a RIVER PASSENGER STEAM SHIP.

Number of former Certificate, 983.—Date of former Certificate, 27 September 1866.

SHIP'S NAME. (1.)	Official Number. (2.)	Port of Registry. (3.)	Tonnage. Gross. (4.)	Tonnage. Register. (5.)	Iron or Wood. (6.)	Paddle or Screw. (7.)	Horse Power of Engines. Nominal. (8.)	Horse Power of Engines. Indicated. (9.)
Kinloch - - -	52,872	Leith -	585	333	Iron -	Paddle -	260	—

Boilers. No. (10.)	Boilers. Age. (11.)	Boilers. Description. (12.)	Safety Valves. No. on each Boiler. (13.)	Safety Valves. Weight per Square Inch. (14.)	Date when seen on the Ground. (15.)	Owner's Name and Address. (16.)	Engineers. Surnames. (17.)	Engineers. No. of Certificate. (18.)	Engineers. Description of Certificate. (19.)
Two -	1 year -	Tubular -	Two	18¼ lbs.	March 1867	North British Railway Company, Edinburgh.	1st. —	—	—
							2nd. —	—	—

This ship, as regards her machinery, is, in my judgment, fit to ply within the following limits; viz., from Granton to Burntisland, with the number of passengers stated in the Shipwright Surveyor's declaration, but is not fit to ply beyond those limits; nor within those limits with a greater number of passengers.

I hereby declare as follows, viz.:—

That on the 22nd day of March I inspected the machinery of the above-named steam ship, and the safety valves on board the same; and I declare that the said machinery is sufficient for the service intended, and in good condition, and that the safety valves are such and in such condition as required by "The Merchant Shipping Act, 1854," and that the same will, in my judgment, be sufficient until the 22nd day of September next.

That the weight to be placed on the safety valves in this steam ship is not to exceed 18¼ pounds on the square inch, and that such weight has been placed on them accordingly.

That I have examined all parts of the hull of this vessel which are in connection with the machinery and boilers, or on or against which any part of the machinery and boilers rests. Also all parts of the hull against or through which any pipe, valve, or shaft in connection with the machinery and boilers passes. And I further declare that all such parts of the hull as I have examined are sufficient for the service intended, and in good condition, and will, in my judgment, be sufficient until the 22nd day of September next.

Dated at Leith this 22nd day of March 1867, and given to Wm. Scotland, agent of the above-named steam ship, this 22nd day of March 1867, by me,

Alex. Elder, Engineer Surveyor,
An Officer of the Board of Trade.

"KINLOCH."

DECLARATION for a STEAM SHIP Plying on a River.

Number and Date of last Certificate, 983; 27 September 1866.

Steam Ship "Kinloch" of Leith.—Andrew Paterson, Master.

Owner's Name and Address:—North British Railway Company, Leith.

Official Number of Ship.	Iron or Wood.	Gross Tonnage.	Registered Tonnage.	Horse Power.	Paddle or Screw.	Number of Partitions, if built of Iron.	When last seen on the Ground.	Height of Bulwarks.	Number of Boats, and Cubic Contents of each.
								Ft. in.	*Feet.*
52,872	Iron -	585	333	260	Paddle -	Four -	March 1867	3 3	2 {343 / 343}
									686

Number of Superficial Feet of Clear Space on Upper Deck.	Deductions made for Incumbrances.	Number of Passengers who can be Accommodated Below at Nine Square Feet each.		Upper Deck for Passengers.		Number and Description of Certificates of Master and Mate.		Number of Persons comprising the Crew.
		Forward.	Abaft.	Extreme Length.	Extreme Breadth.	Master.	Mate.	
Square feet.				*Feet.*	*Ft. in.*			
3) 6,773	480	- -	- -	216	36 2	Licensed Pilot	—	10
2,257								

This ship is provided with no masts, a suitable anchor and cable,—suitable boat,—a compass properly fixed and in good order, and two life-buoys fit and ready for use.

The space measured for passenger accommodation in this ship comprises the entire upper deck, independent of all fixtures.

This ship is, in my judgment, fit to ply within the following limits; viz., from Granton to Burntisland, with the following number of passengers, but is not fit to ply beyond those limits; nor within those limits with a greater number of passengers.

When there is no deck cargo or other incumbrance of the space measured for passenger accommodation—

Above Queensferry - - - - - - - - - - 2,257 passengers.
Below ditto:—
During the month of March (Winter number) - - - 752 „
At other times (Summer number) - - - - - 1,128 „

If cattle, or cargo, or other articles, is carried in the space measured as above-stated for passenger accommodation,—Then for every square yard of such space so occupied when the vessel is plying—

Above Queensferry - - - - 3 } Passengers are to be deducted from the
Below ditto - - - - - 1½ } numbers above stated.

I hereby declare that on the 22nd day of March 1867, I inspected the hull of the above-named steam ship, also the boat, life-buoys, lights, compass, and other equipments on board the same, and also the certificate of the master; and I declare that the hull of the said ship is adapted for river or lake service within the above-mentioned limits, and that it is in good condition, and that the said boats, life-buoys, lights, compass, and certificate, are such and in such condition as required by the Act 17 & 18 Vict. c. 104, and that the same will, in my judgment, be sufficient until the 22nd day of September next.

Dated at Leith this 22nd day of March 1867, and given to William Scotland, agent of the above-named steam ship, this 22nd day of March 1867.

Alex. Elder, Shipwright Surveyor,
An Officer of the Board of Trade.

"LEVIATHAN."

DECLARATION for the MACHINERY of a RIVER PASSENGER STEAM SHIP.

Number of former Certificate, 981.—Date of Former Certificate, 8 September 1866.

SHIP'S NAME. (1.)	Official Number. (2.)	Port of Registry. (3.)	Tonnage Gross. (4.)	Tonnage Register. (5.)	Iron or Wood. (6.)	Paddle or Screw. (7.)	Horse Power of Engines. Nominal. (8.)	Horse Power of Engines. Indicated. (9.)
Leviathan - - -	7,834	Leith -	417	301	Iron -	Paddle -	206	—

Boilers. No. (10.)	Boilers. Age. (11.)	Boilers. Description. (12.)	Safety Valves. No. on each Boiler. (13.)	Safety Valves. Weight per Square Inch. (14.)	Date when seen on the Ground. (15.)	Owner's Name and Address. (16.)	Engineers. Surnames. (17.)	Engineers. No. of Certificate. (18.)	Engineers. Description of Certificate. (19.)
Two -	1 year -	Flue -	One	15 lbs.	Apr. 1867	North British Railway Company, Edinburgh.	1st —	—	—
							2nd. —	—	—

This ship, as regards her machinery, is, in my judgment, fit to ply within the following limits; viz., from Granton to Burntisland, with the number of passengers stated in the Shipwright Surveyor's declaration, but is not fit to ply beyond those limits; nor within those limits with a greater number of passengers.

I hereby declare as follows, viz.:—

That on the 9th day of April I inspected the machinery of the above-named steamship, and the safety valves on board the same; and I declare that the said machinery is sufficient for the service intended, and in good condition, and that the safety valves are such and in such condition as required by "The Merchant Shipping Act, 1854," and that the same will, in my judgment, be sufficient until the 9th day of October next.

That the weight to be placed on the safety valves in this steam ship is not to exceed 15 pounds on the square inch, and that such weight has been placed on them accordingly.

That I have examined all parts of the hull of this vessel which are in connection with the machinery and boilers, or on or against which any part of the machinery and boilers rests. Also all parts of the hull against or through which any pipe, valve, or shaft in connection with the machinery and boilers passes. And I further declare that all such parts of the hull as I have examined are sufficient for the service intended, and in good condition, and will, in my judgment, be sufficient until the 9th day of October next.

Dated at Leith this 9th day of April 1867, and given to Wm. Scotland, agent of the above-named steam ship, this 9th day of April 1867, by me,

Alex. Elder, Engineer Surveyor,
An Officer of the Board of Trade.

"LEVIATHAN."

DECLARATION for a STEAM SHIP Plying on a River.

Number and Date of last Certificate, 981; 8 September 1866.

Steam Ship "Leviathian," of Leith.—Andrew Paterson, Master.

Owner's Name and Address :—North British Railway Company, Edinburgh.

Official Number of Ship.	Iron or Wood.	Gross Tonnage.	Registered Tonnage.	Horse Power.	Paddle or Screw.	Number of Partitions, if built of Iron.	When last seen on the Ground.	Height of Bulwarks.	Number of Boats, and Cubic Contents of each.
								Ft. in.	*Feet.*
7,834	Iron -	417	301	206	Paddle -	Three -	April 1867 -	3 2	2 { 289 / 294 — 583

Number of Superficial Feet of Clear Space on Upper Deck.	Deductions made for Incumbrances.	Number of Passengers who can be Accommodated Below at Nine Square Feet each.		Upper Deck for Passengers.		Number and Description of Certificates of Master and Mate.		Number of Persons comprising the Crew.
		Forward.	Abaft.	Extreme Length.	Extreme Breadth.	Master.	Mate.	
Square Feet.			*Feet.*	*Feet.*	*Feet.*			
3) 4,192	1,122	- -	34	170	53	Licensed Pilot	—	11
1,637								

This ship is provided with no masts, a suitable anchor and cable,—suitable boat,—a compass properly fixed and in good order, and two life-buoys fit and ready for use.

The space measured for passenger accommodation in this ship comprises the entire upper deck, the after cabin, independent of all fixtures.

This ship is, in my judgment, fit to ply within the following limits; viz., from Granton to Burntisland, with the following number of passengers, but is not fit to ply beyond those limits; nor within those limits with a greater number of passengers.

When there is no deck cargo or other incumbrance of the space measured for passenger accommodation—

Above Queensferry - - - - - - - - - 1,671 passengers.
Below ditto :—
At other times (Summer number) - - - - - 852 „

If cattle, or cargo, or other articles, is carried in the space measured as above stated for passenger accommodation, then for every square yard of such space so occupied when the vessel is plying—

Above Queensferry - - - - 3 } Passengers are to be deducted from the
Below ditto - - - - - 1½ } numbers above stated.

I hereby declare that on the 9th day of April 1867, I inspected the hull of the above-named steam ship, also the boat, life-buoys, lights, compass, and other equipments on board the same, and also the certificate of the master; and I declare that the hull of the said ship is adapted for river or lake service within the above-mentioned limits, and that it is in good condition, and that the said boats, life-buoys, lights, compass, and certificate, are such and in such condition as required by the Act 17 & 18 Vict. c. 104, and that the same will, in my judgment, be sufficient until the 9th day of October next.

Dated at Leith this 9th day of April 1867, and given to Wm. Scotland, agent of the above-named steam ship, this 9th day of April 1867.

Alex. Elder, Shipwright Surveyor,
An Officer of the Board of Trade.

STEAM FERRIES (FIRTH OF FORTH).

RETURN of the Names of the STEAM FERRIES plying on the *Firth of Forth* between *Granton* and *Burntisland;* the Tonnage of each; the Number of Passengers which each is entitled to carry when plying between *Granton* and *Burntisland;* the Date when each was Built, &c.; and COPY of the last REPORT or CERTIFICATE of the State of the HULL and ENGINES of each at the time of the last Certificate under the Merchant Shipping Act; &c.

(*Mr. Waldegrave-Leslie.*)

Ordered, by The House of Commons, *to be Printed,*
15 *August* 1867.

Under 2 oz.

STEAM VESSELS.

RETURN to an Order of the Honourable The House of Commons, dated 21 March 1867, —*for*;

A RETURN, "in a TABULAR FORM, with Consecutive Numbers, of the whole of the STEAM VESSELS Registered in the United Kingdom on or before the 1st day of January 1867; stating, in separate Columns, the following Particulars:—Official Number of Vessel; Vessel's Name; Port of Registry; Date of Registry; Date of Build; Registered Owners; Dimensions of Vessels in Length and Breadth and Depth of Hold; Tonnage (exclusive of Engine Room), and Gross Tonnage, distinguishing Vessels Built of Iron and Vessels having Screw Propellers; also, distinguishing Vessels measured under the Merchant Shipping Act of 1854 from those measured under previous Acts; and Estimated Horse Power of their Engines, and giving the Aggregate Number of Vessels and Amount of Tonnage; with an INDEX for easy reference attached to it, giving the Names of the Vessels in Alphabetical Order, with Numbers to each corresponding with the Consecutive Numbers in the Return (in continuation of Parliamentary Paper, No. 381, of Session 1866)."

Board of Trade,
15 July 1867.

T. H. FARRER.

(*Mr. Baring.*)

Ordered, by The House of Commons, *to be Printed,*
16 *July* 1867.

RETURN, in a TABULAR FORM, with Consecutive Numbers, of the whole of the STEAM VESSELS Registered in the United Kingdom on or before the 1st day of January 1867; stating, in separate Columns, the following Particulars:—Official Number of Vessel; Vessel's Name; Port of Registry; Date of Registry; Date of Build; Registered Owners; Dimensions of Vessels in Length and Breadth and Depth of Hold; Tonnage (exclusive of Engine Room), and Gross Tonnage, distinguishing Vessels Built of Iron and Vessels having Screw Propellers; also, distinguishing Vessels measured under the Merchant Shipping Act of 1854 from those measured under previous Acts; and Estimated Horse Power of their Engines, and giving the Aggregate Number of Vessels and Amount of Tonnage; with an INDEX for easy reference attached to it, giving the Names of the Vessels in Alphabetical Order, with Numbers to each corresponding with the consecutive Numbers in the Return (in continuation of Parliamentary Paper, No. 381, of Session 1866.)

Vessels marked * have been measured previous to the Merchant Shipping Act, 1854.

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet* 10*ths.*	*Feet* 10*ths.*				
1	—	*Beaver	London - 1865	1835	Hudson's Bay Company	101 4 in.	20 0	11 0½	109	—	70	
2	257	*City of Hamburgh	ditto - 1836	1834	General Steam Navigation Company	160 5	23 8	15 9	333	518	140	
3	413	*John Bull	ditto - „	1835	- - ditto	164 9	25 8	17 2	345	591	200	
4	18	*Giraffe	ditto - „	1836	- - ditto	142 0	22 8	14 6	232	410	120	
5	180	*Rainbow	ditto - 1838	1837	- - ditto	185 0	24 2	12 0	263	407	160	iron.
6	13,701	*Starlight	ditto - 1839	1838	Iron Steam Boat Company	82 0	13 7	6 8	30	51	20	iron.
7	13,702	*Twilight	ditto - „	„	- - ditto	82 0	13 5	6 8	30	51	20	iron.
8	13,704	*Bridegroom	ditto - „	1839	- - ditto	93 5	13 6	6 9	35	55	24	iron.
9	—	Queen Victoria	ditto - „	1837	Frederick Squire	83 6	10 9	6 2	35	52	—	
10	367	*Sir Edward Banks	ditto - 1841	1826	General Steam Navigation Company	151 5	19 7	15 5	180	323	120	
11	397	*Vivid	ditto - „	1835	- - ditto	156 9	22 1	14 7	228	429	180	
12	734	*Trident	ditto - 1842	1841	- - ditto	192 7	28 7	19 4	645	971	280	
13	4,256	*Grey Mare Meg	ditto - „	1842	G. Inglis and another	72 4	15 6	9 0	14	71	50	
14	930	*Magician	ditto - 1843	„	General Steam Navigation Company	146 9	20 0	10 1	96	175	110	iron.
15	15,862	*Monarch	ditto - „	1833	William Watkins	64 10 in.	13 11 in.	7 0	26	—	20	
16	9,167	*Samson	ditto - 1844	1837	Thames Steam Towing Company	84 0	15 9	9 1	34	88	60	
17	4,274	*Robert Bruce	ditto - „	1844	H. Hindmarsh	95 8	18 4	9 4	49	130	80	
18	6,199	*Victory	ditto - „	1840	Caledonian Steam Towing Company	82 2	16 1	9 0	28	86	60	
19	6,168	*Souter Johnny	ditto - „	1836	D. H. Stone and another	82 7	15 8	9 4	37	86	40	
20	6,198	*Sir William Wallace	ditto - „	1841	Caledonian Steam Towing Company	98 1	17 9	10 0	47	128	80	
21	9,960	*Matrimony	ditto - „	1842	Iron Steam Boat Company	98 1	13 4	6 4	37	55	24	iron.
22	260	*Triton	ditto - 1845	1845	General Steam Navigation Company	163 0	23 4	13 7	205	353	120	
23	215	*William Jolliffe	ditto - „	1836	- - ditto	143 7	20 2	13 9	197	311	100	
24	10,681	*Samson	ditto - „	1843	James Matthews	83 5	16 3	9 0	31	90	40	
25	250	*Water Witch	ditto - 1846	1835	General Steam Navigation Company	156 5	22 3	15 0	276	481	180	
26	4,257	*Trinity	ditto - „	1844	T. Petley and others	85 2	16 7	10 4	36	103	80	
27	—	*Emmanuel	ditto - „	1841	Overton and Hughes	80 0	10 6	7 0	20	45	—	
					Woolwich Steam Packet Company	114 5	13 5	6 9	58	82	32	iron.

29	23,066	*Dryad - - -	London -	1847	1846	Woolwich Steam Packet Company - -	117	0	13	2	7	0	60	82	32				
30	31,183	*Pekin - - -	ditto -	„	1847	Peninsular and Oriental Company - -	214	7	29	7	18	6	759	1,182	400	iron.			
31	25,136	*Conway - - -	ditto -	„	1846	Royal Mail Packet Company - - -	186	5	28	4	19	5	580	930	300				
32	12,757	*Paul Pry - -	ditto -	„	1847	F. F. White and others - - - -	80	0	15	5	8	7	43	83	35				
33	4,254	*Thomas Petley -	ditto -	„	1846	T. Petley and others - - - - -	89	2	16	6	10	1	43	108	80				
34	9,072	*Highland Maid -	ditto -	„	„	Daniel Barker and others - - - -	66	2	13	0	8	0	18	49	22				
35	–	*Tonbridge - -	ditto -	„	1845	Frederick Partridge and others - -	70	2	11	4	6	7	13	41	–				
36	26,440	*Citizen (G.) - -	ditto -	„	1846	Citizen Steam Boat Company - - -	94	0	13	4	6	6	43	61	24	iron.			
37	26,443	*Citizen (K.) - -	ditto -	„	1847	- - ditto - - - - - - -	103	5	12	3	6	4	58	75	24	iron.			
38	26,434	*Citizen (A.) - -	ditto -	„	1845	- - ditto - - - - - - -	94	0	13	4	6	6	43	61	24	iron.			
39	26,438	*Citizen (E.) - -	ditto -	„	„	- - ditto - - - - - - -	94	0	13	4	6	6	43	61	24	iron.			
40	26,442	*Citizen (J.) - -	ditto -	„	1847	- - ditto - - - - - - -	103	5	12	3	6	4	58	75	24	iron.			
41	26,435	*Citizen (B.) - -	ditto -	„	1845	- - ditto - - - - - - -	94	0	13	4	6	6	43	61	24	iron.			
42	26,436	*Citizen (C.) - -	ditto -	„	„	- - ditto - - - - - - -	94	0	13	4	6	6	43	61	24	iron.			
43	26,441	*Citizen (H.) - -	ditto -	„	1847	- - ditto - - - - - - -	95	0	13	5	6	3	40	57	24	iron.			
44	26,444	*Citizen (L.) - -	ditto -	„	„	- - ditto - - - - - - -	103	5	12	3	6	4	58	75	24	iron.			
45	26,439	*Citizen (F.) - -	ditto -	„	1845	- - ditto - - - - - - -	94	0	13	4	6	6	43	61	24	iron.			
46	26,437	*Citizen (D.) - -	ditto -	„	„	- - ditto - - - - - - -	94	0	13	4	6	6	43	61	24	iron.			
47	989	*Kent - - -	ditto -	„	1847	David Waddington - - - - -	78	5	15	0	7	5	40	68	32				
48	988	*Essex - - -	ditto -	„	„	- - ditto - - - - - -	78	5	14	9	7	3	40	66	32				
49	6,169	*Dougal - - -	ditto -	„	„	Caledonian Steam Towing Company - -	76	3	14	1	9	4	37	76	60				
50	22	Albion - - -	ditto -	„	1848	General Steam Navigation Company - -	174	0	23	2	13	2	213	338	120				
51	15,872	*Fanny - - -	ditto -	1849	1842	Lee and Son - - - - - - -	78	0	20	4	6	3	101	162	22				
52	15,874	*Hercules - - -	ditto -	„	1847	George Smith - - - - - -	85	9	22	9	9	9	104	294	25				
53	–	*Disowned - -	ditto -	„	1848	John M'Intosh - - - - - -	55	8	13	7	4	8	3	4	–				
54	25,126	*Trent - - -	ditto -	„	1841	Royal Mail Packet Company - - -	212	0	32	8	30	0	1,236	1,857	450				
55	24,732	*Enterprise - -	ditto -	„	1849	J. S. Rutter - - - - - -	83	0	9	0	5	0	9	29	30	iron.			
56	25,154	*Bosphorus - -	ditto -	„	„	W. Inman - - - - - - - -	173	6	24	3	14	6	330	446	80				
57	4,253	*Perseverance - -	ditto -	„	„	W. H. Carey - - - - - - -	97	0	17	7	10	8	57	147	100				
58	23,114	*Prince of Wales -	ditto -	„	1843	General Steam Navigation Company - -	180	0	21	0	10	0	139	246	136	iron.			
59	46	*Lord John Russell -	ditto -	„	1846	W. H. Carey - - - - - -	120	4	22	8	12	0	207	255	40	iron.			
60	23	Seine - - -	ditto -	„	1849	General Steam Navigation Company - -	175	0	23	3	13	1	212	326	120	iron.			
61	21	Rhine - - -	ditto -	„	„	- - ditto - - - - - - -	190	2	25	8	14	6	278	441	140	iron.			
62	–	*Pottinger - -	ditto -	„	1846	Peninsular and Oriental Company - -	220	3	34	5	20	9	890	1,350	450	iron.			
63	82	*Sir Robert Peel -	ditto -	1850	„	W. H. Carey - - - - - - -	124	0	22	9	11	8	234	282	40	iron,screw.			
64	13,902	*Derwent - - -	ditto -	„	1850	Royal Mail Packet Company - - -	175	4	26	4	18	0	550	794	280				
65	13,954	*Euxine - - -	ditto -	„	1847	Peninsular and Oriental Company - -	222	7	29	4	18	5	729	1,165	400	iron.			
66	735	*Tiger - - -	ditto -	„	1838	General Steam Navigation Company - -	162	0	25	6	16	9	379	606	242				
67	733	*Princess Royal -	ditto -	„	1841	- - ditto - - - - - - -	177	7	25	4	17	8	494	748	200				
68	232	*Neptune - - -	ditto -	„	1837	- - ditto - - - - - - -	173	0	24	8	17	1	364	600	200				
69	31,133	*Singapore - -	ditto -	„	1850	Peninsular and Oriental Company - -	235	3	29	4	18	4	742	1,190	470	iron.			
70	31,249	*Ganges - - -	ditto -	„	„	- - ditto - - - - - - -	235	3	29	4	18	4	742	1,190	470	iron.			
71	20	*Concordia - -	ditto -	1851	1851	General Steam Navigation Company - -	179	7	23	3	13	5	327	465	136	iron.			
72	127	Panther - - -	ditto -	„	„	- - ditto - - - - - - -	180	5	23	3	13	4	231	360	136	iron.			
73	4,283	*Friend to all Nations	ditto -	„	„	C. C. Nelson and others - - - -	107	6	20	0	9	5	57	152	240	iron.			
74	7,666	*Newhaven - -	ditto -	„	1847	William Geach - - - - - -	153	0	21	2	11	0	148	259	80				
75	4,375	*Commodore - -	ditto -	„	1840	Shipowners' Towing Company - - -	90	0	17	8	10	2	40	111	80				
76	14,792	*Severn - - -	ditto -	„	1851	— Farr - - - - - - -	85	1	10	8	5	2	28	38	16	iron.			
77	31,143	*Madras - - -	ditto -	1852	1852	Peninsular and Oriental Company - -	232	9	31	6	21	2	606	1,185	274	iron,screw.			

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NUMBERS.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
78	–	*Wonder	London - 1852	1847	Nicola Vidovich	87 1	16 7	9 2	31	94	—	
79	25,120	*Nymph	ditto „	1852	Woolwich Steam Packet Company	123 6	14 5	6 9	58	88	36	
80	4,282	*True Briton	ditto „	„	Thomas Petley and others	79 0	16 0	9 4	41	95	120	
81	30,710	*Bombay	ditto „	„	Peninsular and Oriental Company	234 0	31 4	21 2	608	1,186	274	iron, screw.
82	31,233	*Formosa	ditto „	„	- - ditto	203 6	25 3	16 7	451	677	154	iron, screw.
83	26	Moselle	ditto „	„	General Steam Navigation Company	198 5	25 5	14 6	349	516	150	iron.
84	14,895	*Bolton	ditto „	1848	Jackson and Bean	68 4	14 0	8 2	19	55	25	
85	26,648	*Eversfield	ditto „	1852	Henry Eversfield	60 5	17 3	6 7	35	51	30	screw.
86	–	*Mystery	ditto „	„	W. Fletcher and another	96 1	16 6	9 4	43	106	—	
87	8,214	*Irene	ditto „	„	Corporation of Trinity House	157 0	20 8	11 5	149	271	160	
88	9,068	*Paul Jones	ditto „	1849	Daniel Barker and others	79 8	15 6	9 3	22	80	38	
89	23,059	*Sylph	ditto „	1844	Woolwich Steam Packet Company	123 5	13 5	6 6	44	77	32	
90	4,372	*Sir Walter Scott	ditto „	1852	Caledonian Steam Towing Company	103 4	16 7	10 3	53	76	70	
91	30,709	*Bengal	ditto - 1853	1853	Peninsular and Oriental Company	295 9	38 2	25 4	1,176	2,185	464	iron, screw.
92	357	*Countess of Lonsdale	ditto „	1836	General Steam Navigation Company	174 0	24 7	17 4	396	616	200	
93	31,155	*Cadiz	ditto „	1853	Peninsular and Oriental Company	226 4	28 4	18 6	481	816	220	iron, screw.
94	23,059	Elfin	ditto „	„	Woolwich Steam Packet Company	148 2	13 9	7 9	51	90	40	
95	183	*Hanover	ditto „	1841	General Steam Navigation Company	168 0	22 0	16 3	326	520	180	
96	3	Belgium	ditto „	1850	- - ditto	161 8	26 3	14 3	249	393	180	
97	9,069	*St. Michael	ditto „	1838	Daniel Barker and another	59 5	11 7	6 8	11	36	14	
98	23,388	*Cornelia	ditto „	1853	T. M. Weguelin and another	144 6	19 4	13 7	215	289	60	iron, screw.
99	16,379	*Dragon Fly	ditto „	„	John Gillett	55 2	11 5	7 5	19	32	8	iron, screw.
100	13,833	Solent	ditto „	„	Royal Mail Packet Company	277 3	34 9	27 3	1,064	1,689	400	
101	155	Holland	ditto „	„	General Steam Navigation Company	165 3	26 0	13 6	241	383	180	
102	18,604	*Monarch	ditto „	1830	Electric Telegraph Company	156 2	19 7	14 5	296	427	120	
103	9,134	*Caroline	ditto „	1853	Thomas Jackson and others	141 0	26 2	14 8	361	480	80	iron, screw.
104	31,152	*Norna	ditto „	„	Peninsular and Oriental Company	242 4	26 4	18 7	613	970	230	iron, screw.
105	–	*Anita	ditto „	„	Magdalena Steam Navigation Company	129 6	18 6	6 2	62	113	80	iron.
106	26,489	Jarrow	ditto „	„	General Iron Screw Collier Company	164 0	26 4	15 2	414	531	70	iron, screw.
107	17,303	Princess Helena	ditto „	1846	South Eastern Railway Company	165 2	23 2	10 8	206	302	160	iron.
108	17,327	Princess Maud	ditto „	1844	- - ditto	140 5	19 8	10 2	91	187	120	iron.
109	17,306	*Princess Clementine	ditto „	1846	- - ditto	165 2	22 6	10 7	148	288	160	iron.
110	17,308	Lord Warden	ditto „	1847	- - ditto	168 0	23 3	11 0	197	307	160	iron.
111	40,555	Wye	ditto - 1854	1853	Royal Mail Packet Company	202 2	27 9	21 1	438	751	180	iron, screw.
112	12,980	*Magnet	ditto „	1854	James Thomas	32 7	8 4	4 6	4	10	12	iron, screw.
113	13,964	*Golden Fleece	ditto „	„	Captain R. W. Pelly, R.N., and others	280 0	42 3	33 0	2,091	2,768	300	iron, screw.
114	26,524	*Tonning	ditto „	1853	J. Hoüek and others	224 4	27 4	19 1	735	987	200	iron.
115	13,926	Atrato	ditto „	„	Royal Mail Packet Company	336 6	40 9	33 6	1,970	3,126	750	iron.
					Daniel Barker and others	84 2	15 8	9 2	42	95	—	

117	12,754	*Victoria	ditto	„	1853	William Watkins	116	0	17	1	10	8	51	147	180				
118	20,326	*Bishop	ditto	„	„	Corporation of Trinity House	69	0	14	0	8	6	27	66	30				
119	23,050	*Waterman (No. 2)	ditto	„	1844	Waterman's Steam Packet Company	118	3	14	2	7	1	62	85	36	iron.			
120	23,052	*Waterman (No. 4)	ditto	„	„	- - ditto	115	5	13	7	7	0	54	77	32	iron.			
121	23,054	*Sea Swallow	ditto	„	1854	- - ditto	153	7	15	6	7	0	96	128	60	iron.			
122	23,051	*Waterman (No. 3)	ditto	„	1844	- - ditto	114	5	13	6	6	6	53	76	32	iron.			
123	609	*Pioneer	ditto	„	1854	General Steam Navigation Company	169	5	24	2	15	6	392	413	70	iron, screw.			
124	13,952	*Simla	ditto	„	„	Peninsular and Oriental Company	330	4	37	9	27	0	1,178	2,441	640	iron, screw.			
125	25,113	Tamar	ditto	„	„	Royal Mail Packet Company	287	5	33	7	26	5	1,076	1,707	400				
126	23,068	Oread	ditto	„	„	Woolwich Steam Packet Company	151	5	14	9	7	2	71	103	50				
127	9,166	*Lion	ditto	„	1844	J. Jones and Co.	69	5	14	9	8	2	13	58	35				
128	25,118	*Nubia	ditto	„	1854	Peninsular and Oriental Company	289	3	38	0	27	4	1,033	2,096	450	iron, screw.			
129	25	Dragon	ditto	„	„	General Steam Navigation Company	162	5	26	5	15	5	382	475	70				
130	9,086	*Rhenus	ditto	„	„	J. Scott Russell	189	0	22	4	9	0	194	365	200	iron.			
131	30,031	*Firefly	ditto	„	„	General Iron Screw Collier Company	157	2	25	7	14	1	404	500	80	iron, screw.			
132	355	Pilot	ditto	„	„	General Steam Navigation Company	180	8	26	9	14	7	319	449	80	iron, screw.			
133	6,170	*Caledonia	ditto	„	„	Caledonian Steam Towing Company	102	0	16	4	10	7	48	124	70				
134	25,152	Parana	ditto	„	1851	Royal Mail Packet Company	300	0	36	8	33	1	1,720	2,730	800				
135	12,781	*Contractor	ditto	„	„	W. J. Thomas and others	74	0	15	1	8	7	29	74	25				
136	285	*Gibraltar	ditto	„	1854	W. Pye and another	208	5	26	5	22	8	669	985	120	iron, screw.			
137	13,971	Tyne	ditto	„	„	Royal Mail Packet Company	296	6	36	2	27	1	1,207	1,916	400	iron.			
138	191	*Retriever	ditto	„	„	African Steam Ship Company	155	4	21	3	12	7	245	322	50	iron, screw.			
139	31,753	*Burra Burra	ditto	1855	„	John Gladstone and another	150	8	23	3	11	9	196	321	80	iron, screw.			
140	26,251	*Chester	ditto	„	„	General Iron Screw Collier Company	159	4	26	6	14	5	441	568	70	iron, screw.			
141	4,264	*Imperial	ditto	„	„	Robert Ford and others	152	0	27	0	14	9	386	482	80	iron, screw.			
142	7,354	Wearmouth	ditto	„	1855	George Elliott	167	0	26	8	15	8	331	487	140	iron, screw.			
143	21,176	*Waterman (No. 10)	ditto	„	1844	Waterman's Steam Packet Company	122	6	13	6	6	9	64	87	32	iron.			
144	13,990	*Sultan	ditto	„	1847	Peninsular and Oriental Company	231	0	32	0	17	8	808	1,125	200	iron, screw.			
145	78	*Lady Berriedale	ditto	„	1852	Thomas Dotchon	122	5	27	0	15	0	262	393	70	iron, screw.			
146	23,106	Waterman (No. 1)	ditto	„	1843	Waterman's Steam Packet Company	107	0	13	9	7	1	50	80	32	iron.			
147	23,108	Waterman (No. 7)	ditto	„	1840	- - ditto	109	0	13	3	6	6	50	79	32	iron.			
148	23,111	Waterman (No. 12)	ditto	„	1844	- - ditto	118	0	14	4	7	1	57	90	32	iron.			
149	23,363	Robert Burns	ditto	„	1855	Caledonian Steam Towing Company	75	9	17	0	8	7	22	82	40				
150	24,519	Black Diamond	ditto	„	„	C. R. Fenwick and others	179	3	28	2	16	4	400	588	70	iron, screw.			
151	24,691	Aid	ditto	„	„	Board of Trade	89	2	18	0	9	9	16	112	50				
152	24,885	Sir Walter Raleigh	ditto	„	„	W. S. Andrews	128	9	20	0	8	1	130	180	50	iron.			
153	24,428	London Pride	ditto	„	1847	C. W. Christie and another	101	1	13	7	5	6	45	72	48	iron.			
154	26,429	Sunflower	ditto	„	„	C. W. Christie and another	100	0	13	0	6	5	44	70	24	iron.			
155	4,634	Pera	ditto	„	1855	Peninsular and Oriental Company	303	5	42	1	27	1	1,261	2,014	450	iron, screw.			
156	4,693	Sardinian	ditto	„	„	Hugh Taylor and others	169	5	26	4	15	9	420	520	70	iron, screw.			
157	26,901	Hutton Chaytor	ditto	„	„	General Iron Screw Collier Company	170	0	26	0	15	0	424	529	70	iron, screw.			
158	6,131	Berwick	ditto	„	„	G. Elliott	183	3	27	1	15	9	365	537	80	iron, screw.			
159	6,148	Susannah	ditto	„	1832	East India Dock Company	55	4	12	8	6	4	21	32	15				
160	4,356	Dolphin	ditto	„	1855	General Steam Navigation Company	197	0	28	2	16	3	394	626	100	iron.			
161	12,765	Vulture	ditto	1856	„	G. V. Gooch and others	176	8	27	5	15	7	345	507	75	iron, screw.			
162	12,779	Citizen (N.)	ditto	„	1847	Citizen Steam Boat Company	101	0	11	9	6	3	44	62	24	iron.			
163	12,780	Citizen (O.)	ditto	„	1855	- - ditto	88	5	12	7	6	2	36	57	24	iron.			
164	13,672	Leo	ditto	„	1847	General Steam Navigation Company	206	2	25	4	11	5	359	570	220	iron.			
165	13,687	Charm	ditto	„	1855	James Holland and others	84	9	16	6	8	8	58	93	50				

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
166	13,748	Britannia	London - 1856	1855	W. Watkins and another	91 4	18 4	10 3	42	97	60	iron.
167	13,763	Britannia	ditto - „	1856	William Pye and another	195 0	28 4	22 0	623	917	130	iron, screw.
168	14,741	Victoria Dock	ditto - „	„	St. Katharine's Dock Company	103 5	18 8	10 4	61	119	70	iron.
169	15,071	Jackall	ditto - „	„	James Thomas	54 6	11 1	5 8	7	22	15	iron, screw.
170	23,427	Eagle	ditto - „	1853	General Steam Navigation Company	200 0	24 1	11 3	205	325	130	iron.
171	26,445	Citizen (M.)	ditto - „	1847	Citizen Steam Boat Company	105 0	13 5	6 5	55	75	24	iron.
172	16,379	Aden	ditto - „	„	Peninsular and Oriental Company	225 6	29 5	18 6	507	812	210	iron, screw.
173	16,954	Defiance	ditto - „	„	W. Watkins and another	81 0	17 7	9 0	37	83	40	iron.
174	16,958	Germania	ditto - „	„	General Steam Navigation Company	208 1	28 8	16 4	429	630	160	iron, screw.
175	5,709	Azof	ditto - „	1855	Peninsular and Oriental Company	214 1	27 6	18 6	476	700	180	iron, screw.
176	17,498	Blue Bell	ditto - „	1844	London and Westminster Steam Boat Company	96 5	13 3	6 0	41	66	24	iron.
177	17,499	Lotus	ditto - „	1856	- - ditto	105 2	14 2	6 4	41	65	24	iron.
178	17,548	Water Sprite	ditto - „	1845	J. R. Greig	90 2	12 1	6 5	13	45	24	iron.
179	17,558	George Robert	ditto - „	1856	G. P. Bidder	90 8	16 8	8 3	35	76	40	iron, screw.
180	5,462	Baltic	ditto - „	1854	Calcutta and Burmah Steam Navigation Company.	185 2	26 4	14 4	338	497	100	iron, screw.
181	23,176	Ethiope	ditto - „	„	African Steam Ship Company	211 6	25 7	20 3	469	690	160	iron, screw.
182	17,036	Express	ditto - „	1856	E. Gregory and others	88 9	18 6	10 1	38	94	50	iron.
183	10,160	Wonder	ditto - 1857	„	W. J. Thomas and others	87 5	17 1	8 7	23	82	36	
184	12,887	Demetrius	ditto - „	„	Michael Spartali	185 6	26 1	14 6	418	527	70	iron, screw.
185	12,587	Victoria	ditto - „	„	Thames Steam Tug and Lighterage Company	92 3	16 1	7 6	59	86	24	iron, screw.
186	11,922	River Queen	ditto - „	„	Richard Cattarus	112 1	13 9	6 3	44	71	24	iron.
187	12,589	Argus	ditto - „	„	Corporation of Trinity House	172 5	23 9	13 3	208	331	160	iron.
188	15,352	Energy	ditto - „	„	William Fletcher and others	95 7	19 4	10 5	30	115	60	
189	15,595	Solva	ditto - „	„	Corporation of Trinity House	90 2	18 2	9 3	23	94	50	
190	518	Alar	ditto - „	1847	H. P. Maples	138 0	17 8	9 1	86	150	80	iron, screw.
191	674	Candia	ditto - „	1854	Peninsular and Oriental Company	- -	- -	- -	1,348	1,982	450	iron, screw.
192	19,598	Black Boy	ditto - „	1857	Curtis and Co.	81 5	15 0	7 9	45	66	15	iron, screw.
193	19,600	Prince Frederick William.	ditto - „	„	J. S. Forbes	170 6	19 9	10 4	100	215	120	iron.
194	1,977	Propeller	ditto - „	1846	H. N. Penrice	66 8	9 8	5 4	16	31	16	experimental propellor.
195	19,885	Napoleon	ditto - „	1857	William Watkins	120 8	20 4	11 3	29	157	-	
196	19,887	Times	ditto - „	„	- - ditto	81 3	18 8	9 0	11	80	50	
197	20,187	Granada	ditto - „	„	Peninsular and Oriental Company	186 3	26 8	16 7	381	561	160	iron, screw.
198	20,475	Airedale	ditto - „	„	Inter-Colonial Royal Mail Packet Company	169 3	23 0	13 6	286	363	60	iron, screw.
199	23,478	Nemesis	ditto - „	„	Peninsular and Oriental Company	301 0	41 3	19 5	1,143	2,018	600	iron, screw.
200	20,067	Ariel	ditto - „	1844	Woolwich Steam Packet Company	125 1	14 4	7 4	56	89	40	
201	20,586	Wellington	ditto - „	1857	Daniel Barker and others	105 8	20 1	10 8	24	130	70	
202	26,427	Dahlia	ditto - 1858	1845	London and Westminster Steam Boat Company	102 6	13 2	6 0	45	72	24	iron.

203	2,089	Euclid	-	-	ditto	-	„	1855	John Cook and others	-	-	-	-	73	6	15	7	8	2	22	62	25	
204	16,150	Alliance	-	-	ditto	-	„	1856	- - ditto	-	-	-	-	81	2	16	4	8	3	15	66	30	
205	21,166	Powerful	-	-	ditto	-	„	1857	W. J. Thomas and others	-	-	-	-	88	0	17	5	8	8	23	88	40	
206	19,872	Bulldog	-	-	ditto	-	„	„	Charles Wade and others	-	-	-	-	75	3	15	4	8	6	12	54	28	
207	21,173	Ella Constance		-	ditto	-	„	1858	Edward Corry and others	-	-	-	-	122	0	26	3	15	5	423	535	80	iron, screw.
208	21,175	Benares	-	-	ditto	-	„	„	Peninsular and Oriental Company		-	-		293	7	38	5	15	4	966	1,491	400	iron, screw.
209	21,393	Racer	-	-	ditto	-	„	1857	D. H. Young	-	-	-	-	44	1	8	8	8	9	11	17	26	
210	21,394	Plover	-	-	ditto	-	„	1858	Waterman's Steam Packet Company	-	-			125	9	14	2	6	5	39	63	32	iron.
211	16,788	Wansbeck	-	-	ditto	-	„	1857	General Steam Navigation Company	-	-			184	1	27	5	16	2	406	597	86	iron, screw.
212	16,872	Athenian	-	-	ditto	-	„	1854	African Steam Navigation Company	-	-			243	0	31	0	21	2	686	1,094	200	iron, screw.
213	21,578	Salsette	-	-	ditto	-	„	1858	Peninsular and Oriental Company	-	-			293	8	38	5	15	4	965	1,491	400	iron, screw.
214	21,581	Camellia	-	-	ditto	-	„	„	London and Westminster Steam Boat Company					108	8	14	2	6	3	41	66	32	
215	21,583	Lucy	-	-	ditto	-	„	„	S. Collen	-	-	-	-	71	3	16	3	8	0	30	68	30	iron.
216	21,589	Nelson	-	-	ditto	-	„	„	Daniel Barker and others	-	-	-	-	99	0	18	0	8	7	22	88	40	
217	21,591	Prince Alfred	-	-	ditto	-	„	1854	Panama, New Zealand, and Australian Royal Mail Company (limited.)		-	-	-	205	7	30	6	15	6	704	882	180	iron, screw.
218	21,595	Northam	-	-	ditto	-	„	1858	Peninsular and Oriental Company	-	-			274	0	34	7	14	9	905	1,330	400	iron, screw.
219	21,597	Jupiter	-	-	ditto	-	„	1857	Thames Steam Tug and Lighterage Company					111	6	12	2	6	3	27	43	30	iron.
220	21,890	Mazagon	-	-	ditto	-	„	1858	Peninsular and Oriental Company	-	-			97	0	17	1	7	5	54	86	45	iron.
221	21,894	Rainbow	-	-	ditto	-	„	„	Archibald Hamilton	-	-	-	-	130	0	16	3	6	9	79	111	60	steel.
222	21,893	Tasmanian	-	-	ditto	-	„	„	Royal Mail Packet Company	-	-	-		346	0	39	2	20	1	1,401	2,445	550	iron, screw.
223	22,164	Connector	-	-	ditto	-	„	„	Thomas M'Sweney	-	-	-	-	109	3	18	1	5	0	30	36	10	iron, screw.
224	7,416	Oneida	-	-	ditto	-	„	1855	Royal Mail Packet Company	-	-	-		306	8	38	9	19	2	1,372	2,285	530	iron, screw.
225	22,171	Malta	-	-	ditto	-	„	1848	Peninsular and Oriental Company	-	-			285	8	39	0	20	8	940	1,943	500	iron, screw.
226	25,163	Bobolina	-	-	ditto	-	„	1858	Alexander Carnegie	-	-	-	-	122	1	23	3	8	4	152	192	25	iron, screw.
227	18,192	Christina	-	-	ditto	-	„	1857	Michael Spartali	-	-	-	-	212	2	29	4	16	7	693	1,019	110	iron, screw.
228	25,171	Cologne	-	-	ditto	-	„	1858	General Steam Navigation Company	-	-			190	3	25	6	13	7	325	435	136	iron.
229	26,897	Pioneer	-	-	ditto	-	„	„	John Borradaile	-	-	-	-	149	4	25	2	7	3	193	247	70	iron.
230	26,995	Behar	-	-	ditto	-	„	1855	Peninsular and Oriental Company	-	-			265	0	36	1	25	5	1,090	1,603	300	iron, screw.
231	26,996	Orissa	-	-	ditto	-	„	1856	- - ditto	-	-	-	-	264	6	35	9	26	6	1,120	1,647	300	iron, screw.
232	12,756	Punch	-	-	ditto	-	1859	1854	William Watkins and others	-	-	-		101	7	18	1	9	9	31	115	60	iron.
233	27,250	Nepaul	-	-	ditto	-	„	1858	Peninsular and Oriental Company	-	-			244	0	29	7	18	0	541	796	200	iron, screw.
234	9,490	Eider	-	-	ditto	-	„	1856	George Fleming	-	-	-	-	123	2	20	3	9	8	123	181	40	iron, screw.
235	27,194	Cockerell	-	-	ditto	-	„	1859	Richard Corry	-	-	-	-	59	8	12	2	5	6	19	28	12	iron, screw.
236	27,200	Ellora	-	-	ditto	-	„	1855	Peninsular and Oriental Company	-	-			261	2	36	2	25	8	1,093	1,607	350	iron, screw.
237	27,211	Conservator	-	-	ditto	-	„	1858	Thames Conservancy	-	-	-	-	112	2	14	1	6	5	37	59	24	iron.
238	27,214	St. Michael	-	-	ditto	-	„	1859	Daniel Barker and another	-	-	-		63	2	13	4	6	9	6	32	18	
239	27,216	Enterprise	-	-	ditto	-	„	„	William Roxberry and others	-	-	-		114	8	19	2	9	9	55	147	70	iron.
240	27,224	Mersey	-	-	ditto	-	„	„	Royal Mail Packet Company	-	-	-		260	4	30	2	16	5	767	1,039	250	iron.
241	27,225	Doris	-	-	ditto	-	„	„	Woolwich Steam Packet Company	-	-			130	4	15	7	6	6	49	78	40	
242	27,228	Pilot	-	-	ditto	-	„	1858	Richard Davis and another	-	-			85	4	16	2	8	5	18	71	30	
243	25,663	Emeu	-	-	ditto	-	„	1854	Peninsular and Oriental Company	-	-			266	3	36	6	19	3	908	1,538	300	iron, screw.
244	9,965	Robert Lowe	-	-	ditto	-	„	„	W. S. Lindsay and another	-	-	-		247	0	35	2	18	7	1,278	1,475	80	iron, screw.
245	27,239	Long Ditton	-	-	ditto	-	„	1859	Surrey Commercial Dock Company	-	-			54	6	11	0	6	1	14	20	20	screw.
246	934	Samuel Laing	-	-	ditto	-	„	1854	Hugh Taylor and others	-	-	-	-	190	2	26	8	15	6	472	606	70	iron, screw.
247	22,037	Uncle Sam	-	-	ditto	-	„	1849	W. & J. Watkins	-	-	-	-	107	0	20	3	10	9	77	159	80	
248	22,036	John Bull	-	-	ditto	-	„	„	- - ditto	-	-	-	-	96	0	18	2	9	7	50	115	60	
249	20,546	Victor	-	-	ditto	-	„	1857	- - ditto	-	-	-	-	136	3	20	2	11	8	78	219	100	iron.
250	3,570	Champion	-	-	ditto	-	„	1854	T. B. Morton	-	-	-	-	149	2	23	0	12	4	196	289	70	screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
251	27,781	Nelly	London - 1859	1859	Henry Lee and Son	91 8	18 2	9 6	39	116	55	
252	27,784	Shannon	ditto - ,,	,,	Royal Mail Packet Company	330 4	44 5	26 2	2,187	3,472	800	iron.
253	27,174	Cosmopolitan	ditto - ,,	1852	General Steam Navigation Company	192 6	27 3	15 7	303	502	140	iron, screw.
254	4,687	Metropolitan	ditto - ,,	1853	- - ditto	196 8	27 6	16 3	308	521	140	iron, screw.
255	27,916	Delta	ditto - ,,	1859	Peninsular and Oriental Company	324 3	35 3	22 1	1,020	1,618	400	iron.
256	28,062	Alarm	ditto - ,,	,,	J. D. Hindmarsh and others	83 3	18 0	9 5	11	81	50	
257	20,840	Little Eastern	ditto - ,,	1858	R. J. Scott and another	62 7	11 5	6 0	12	26	10	iron, screw.
258	7,459	Columbian	ditto - ,,	1855	Peninsular and Oriental Company	307 4	38 4	25 7	1,436	2,112	520	iron, screw.
259	28,084	Assam Nautilus	ditto - ,,	1859	Andrew Henderson	85 6	12 8	6 4	34	54	20	iron.
260	28,072	Merry Andrew	ditto - ,,	1857	Robert Strong and others	120 9	20 3	10 3	17	170	80	iron.
261	28,098	Fairey	ditto - 1860	1859	Woolwich Steam Packet Company	125 6	15 2	6 6	47	74	32	
262	28,352	Prince	ditto - ,,	,,	Daniel Barker and others	90 3	18 5	9 0	37	89	52	
263	28,336	Alacrity	ditto - ,,	,,	Richard Cory	54 1	9 8	6 7	11	17	16	iron, screw.
264	24,638	Peninsular	ditto - ,,	1853	W. Pye and another	193 0	25 2	14 5	350	514	80	iron, screw.
265	17,309	Princess Mary	ditto - ,,	1844	South Eastern Railway Company	148 0	20 7	9 8	109	174	120	iron.
266	28,375	Boreas	ditto - ,,	1856	General Steam Navigation Company	174 5	24 3	13 6	280	412	80	iron, screw.
267	28,374	Massilia	ditto - ,,	1860	Peninsular and Oriental Company	309 9	36 1	22 3	1,033	1,640	400	iron.
268	28,383	Telegraph	ditto - ,,	1859	T. G. Sandford and others	82 0	17 1	8 3	14	74	32	iron.
269	28,399	Victoria	ditto - ,,	1860	L. H. Hazlewood and another	114 9	13 9	6 5	40	64	20	iron.
270	28,736	Seine	ditto - ,,	1859	Royal Mail Packet Company	331 6	44 1	33 9	2,167	3,440	800	iron.
271	10,162	Esther	ditto - ,,	1835	C. J. Mills	55 4	13 5	7 2	9	34	15	
272	28,850	Leopard	ditto - ,,	1855	General Steam Navigation Company	172 1	24 0	13 5	254	374	80	iron, screw.
273	20,481	Artizan	ditto - ,,	1857	John Townsend and others	200 1	25 5	15 5	370	544	100	iron, screw.
274	28,861	Ryhope	ditto - ,,	1860	Hugh Taylor and others	197 2	28 2	16 8	475	698	90	iron, screw.
275	28,865	Telegraph	ditto - ,,	,,	Red Sea and India Telegraph Company	129 2	17 0	11 2	89	131	40	iron, screw.
276	28,867	Rangoon	ditto - ,,	,,	Calcutta and Burmah Steam Navigation Company.	204 6	27 3	14 8	354	540	120	iron, screw.
277	7,629	Liberty	ditto - ,,	1843	Richard Davis and another	60 5	14 3	6 9	11	34	16	
278	29,029	Henry Morton	ditto - ,,	1860	Richard Cory	229 3	32 2	17 5	808	986	90	iron, screw.
279	7,521	Rothesay Castle	ditto - ,,	1854	Oriental Inland Steam Company	185 0	18 4	7 8	84	171	100	iron.
280	21,572	Dolphin	ditto - 1861	1837	W. T. Bridges and others	74 1	16 4	8 1	24	57	36	
281	27,735	Viborg	ditto - ,,	1859	H. P Maples	95 5	16 2	8 4½	59	87	12	iron, screw.
282	19,891	Windermere	ditto - ,,	1857	H. W. Schneider and others	200 3	26 4	16 2	490	598	80	iron, screw.
283	29,387	Hibernia	ditto - ,,	1861	Atlantic Royal Mail Steam Navigation Company.	360 5	40 4	21 5	1,569	3,008	800	
284	29,389	Columbia	ditto - ,,	,,	- - ditto	369 8	40 1	28 6	1,625	2,913	1,000	iron.
285	29,395	Anglia	ditto - ,,	,,	- - ditto	365 0	40 2	28 7	1,659	2,949	1,000	iron.
286	29,397	Mooltan	ditto - ,,	1860	Peninsular and Oriental Company	348 8	39 1	28 7	1,627	2,257	400	iron, screw.
287	22,021	Esk	ditto - ,,	1859	Cheeswright and Miskin	177 0	24 4	11 9	237	349	60	iron, screw.

288	3,792	Margaret Ansley	-	ditto	-	„	1852	William Hockley and others	-	-	-	74	1	14	8	7	5	10	46	23	
289	14,943	Phœbe	-	ditto	-	„	1851	Panama, New Zealand, and Australasian, Royal Mail Company (Limited).				172	9	26	0	15	6	417	613	120	iron, screw.
290	9,186	Mitchells	-	ditto	-	„	1854	William Hockley and others	-	-	-	85	4	17	0	8	7	34	83	47	
291	29,761	Newburn	-	ditto	-	„	1861	R. Cory and others	-	-	-	192	1	28	7	16	4	530	637	90	iron, screw.
292	13,849	Indiana	-	ditto	-	„	1852	Captain R. W. Pelly, R. N., and another	-			253	7	38	9	25	7	1,623	2,093	300	iron, screw.
293	29,775	Volunteer	-	ditto	-	„	1861	Robert Green and another	-	-	-	105	0	13	9	6	4	42	59	20	iron.
294	25,134	Hydaspes	-	ditto	-	„	1852	Captain R. W. Pelly, R. N., and another	-			263	0	38	7	26	1	1,655	2,095	300	iron, screw.
295	29,785	City of London	-	ditto	-	„	1861	Euphrates and Tigris Steam Navigation Company.				164	7	24	0	4	7	119	169	70	iron.
296	7,127	Perth	-	ditto	-	„	1834	General Steam Navigation Company	-	-		167	2	27	6	17	7	375	595	240	
297	17,838	Circassian	-	ditto	-	„	1856	Z. C. Pearson	-	-	-	255	0	39	2	23	1	1,045	1,537	350	iron, screw.
298	29,793	Vulcan	-	ditto	-	„	1858	Board of Trade	-	-	-	108	0	19	1	9	6	81	149	60	iron.
299	7,887	Calcutta	-	ditto	-	„	1852	Captain R. W. Pelly, R. N., and another	-			258	0	40	2	-	-	1,482	2,124	300	iron, screw.
300	11,923	Lady Jocelyn	-	ditto	-	„	„	- - ditto	-	-	-	254	0	39	0	25	1	1,692	2,142	350	iron, screw.
301	29,786	Italia	-	ditto	-	„	1860	London and Mediterranean Steam Navigation Company.				219	0	28	2	16	3	518	683	150	iron, screw.
302	18,646	City of Norwich	-	ditto	-	„	1861	John Houck and others	-	-	-	220	2	27	2	19	9	663	862	200	iron.
303	29,796	Edith	-	ditto	-	„	„	J. D. Hewitt and others	-	-	-	180	5	28	2	17	0	474	615	70	iron, screw.
304	29,799	Hero	-	ditto	-	„	„	W. Joliffe and another	-	-	-	96	8	17	5	10	7	44	104	60	
305	17,305	Prince Ernest	-	ditto	-	„	1845	South Eastern Railway Company	-	-		183	1	22	4	11	4	172	272	150	iron.
306	20,125	Rifleman	-	ditto	-	„	1861	Robert Green and another	-	-	-	106	2	13	8	6	5	43	61	24	
307	25,121	Queen of the South	-	ditto	-	„	1852	Captain R. W. Pelly, R. N., and another	-			250	4	39	3	24	7	1,433	2,090	300	iron, screw.
308	43,926	Kent	-	ditto	-	„	1861	Charles Brownfield	-	-	-	78	4	17	5	9	1	18	71	35	
309	43,929	Haswell	-	ditto	-	„	„	Hugh Taylor and others	-	-	-	196	0	29	0	16	8	560	706	90	iron, screw.
310	43,930	Victoria	-	ditto	-	„	„	South Eastern Railway Company	-	-		208	5	24	0	11	5	217	358	220	iron.
311	43,933	Sir James Duke	-	ditto	-	„	„	John Fenwick and others	-	-	-	197	8	28	0	17	4	570	744	90	iron, screw.
312	43,934	Tom John Taylor	-	ditto	-	„	„	- - ditto	-	-	-	197	7	28	0	16	2	602	748	90	iron, screw.
313	43,942	Electric	-	ditto	-	„	„	B. Daines and others	-	-	-	81	1	17	0	8	6	13	73	30	iron.
314	43,945	Hawthorns	-	ditto	-	„	„	R. Cory and others	-	-	-	199	0	28	0	17	1	575	743	90	iron, screw.
315	43,952	Midge	-	ditto	-	„	„	Thames Steam Tug Company	-	-	-	60	0	12	6	6	8	9	27	25	iron, screw.
316	43,953	Thames	-	ditto	-	„	1847	James Anderson	-	-	-	131	7	24	4	13	5	238	291	40	screw.
317	43,965	Hellenis	-	ditto	-	„	1861	Anglo-Ionian Steam Navigation Company	-			206	1	28	5	17	2	603	755	80	iron, screw.
318	46,971	Falcon	-	ditto	-	„	„	Charles Capper and another	-	-	-	202	2	28	1	16	2	569	676	80	iron, screw.
319	43,974	Stettin	-	ditto	-	„	„	Z. C. Pearson	-	-	-	169	5	27	2	15	5	360	480	90	iron, screw.
320	43,975	John Fenwick	-	ditto	-	„	„	Richard Cory and others	-	-	-	199	0	28	0	17	4	575	743	90	iron, screw.
321	23,243	Eagle	-	ditto	-	„	1855	William Wagstaff	-	-	-	187	8	28	0	15	0	447	548	60	iron, screw.
322	8,013	Waterloo	-	ditto	-	„	1854	General Steam Navigation Company	-	-		220	1	29	8	12	7	324	514	240	iron.
323	29,762	Adriatic	-	ditto	-	„	„	Atlantic Royal Mail Steam Navigation Company.				345	9	50	0	24	1	1,737	3,670	1,400	
324	43,984	Brunette	-	ditto	-	„	„	General Iron Screw Collier Company	-			178	4	28	0	16	3	481	618	80	iron, screw.
325	26,651	Vestal	-	ditto	-	1862	1855	Corporation of Trinity House	-	-	-	182	0	23	5	13	3	207	342	180	iron.
326	19,738	Rouen	-	ditto	-	„	1857	Richard Cory and others	-	-	-	204	4	30	2	14	7	490	720	80	iron, screw.
327	22,061	Sir Walter Raleigh	-	ditto	-	„	1858	General Steam Navigation Company	-	-		168	5	20	6	10	4	150	239	100	iron.
328	44,010	Titan	-	ditto	-	„	1861	China Steam Ship and Labuan Coal Company (Limited).				120	8	19	5	9	9	90	156	70	iron.
329	25,125	Ripon	-	ditto	-	„	1846	Peninsular and Oriental Company	-	-		276	8	35	1	21	1	1,393	1,908	450	iron.
330	44,006	Macgregor Laird	-	ditto	-	„	1862	African Steam Ship Company	-	-	-	249	7	30	8	19	2	689	969	200	iron, screw.
331	26,216	Mauritius	-	ditto	-	„	1852	East India and London Shipping Company				261	0	39	0	25	7	1,452	2,135	300	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet* 10*ths.*	*Feet* 10*ths.*				
332	44,827	Volga	London - 1862	1862	C. M. Norwood and others	19 4	28 7	14 8	672	788	80	iron, screw.
333	44,829	Martin	ditto - ,,	1860	Waterman's Steam Packet Company	116 8	14 2	6 9	41	65	32	iron.
334	44,831	Rona	ditto - ,,	1862	Robert Jardine	235 0	33 2	21 3	784	1,215	300	iron.
335	18,971	Argus	ditto - ,,	1840	George Shaw	130 4	20 9	13 6	161	256	120	screw.
336	44,835	Dwina	ditto - ,,	1862	C. M. Norwood and others	194 4	28 7	14 8	578	695	80	iron, screw.
337	44,837	Naiad	ditto - ,,	,,	Woolwich Steam Packet Company	130 3	14 5	6 4	55	77	36	
338	44,843	Samphire	ditto - ,,	1861	London, Chatham, and Dover Railway Company.	191 7	24 8	11 9	189	336	160	iron.
339	44,842	Maid of Kent	ditto - ,,	,,	General Steam Navigation Company	146 5	24 6	11 4	191	335	160	iron.
340	19,457	Velocity	ditto - ,,	1857	- - ditto	146 5	26 1	11 2	176	259	50	iron, screw.
341	19,460	Vigilant	ditto - ,,	,,	- - ditto	146 6	21 2	11 2	175	257	50	iron, screw.
342	44,855	George Peabody	ditto - ,,	1862	Robert Green and another	109 7	14 0	6 4	45	62	24	iron.
343	44,856	Childe Harold	ditto - ,,	,,	- - ditto	106 5	12 5	6 2	32	47	24	iron.
344	44,857	Warrior	ditto - ,,	1861	- - ditto	107 5	13 9	6 3	43	60	24	iron.
345	44,858	Black Prince	ditto - ,,	1862	- - ditto	109 7	14 0	6 4	45	62	24	iron.
346	44,865	Claud Hamilton	ditto - ,,	,,	Panama, New Zealand, and Australasian Royal Mail Company, Limited.	200 2	28 2	16 5	529	668	100	iron, screw.
347	44,867	Sunbeam	ditto - ,,	1861	John Pender	92 1	16 2	10 2	49	72	20	iron, screw.
348	3,021	Chanticleer	ditto - ,,	1853	M. F. Bremer and others	186 8	26 1	16 1	421	539	86	iron, screw.
349	44,987	Azalea	ditto - ,,	1862	London and Westminster Steamboat Company.	94 0	14 3	6 2	34	49	20	iron.
350	23,247	Tynemouth	ditto - ,,	1854	W. S. Lindsay and another	246 4	34 1	18 6	1,143	1,410	140	iron, screw.
351	44,868	Congress	ditto - ,,	1857	J. R. Yglesias	281 1	38 0	19 3	1,164	1,732	500	iron, screw.
352	16,709	Queen of the Belgians	ditto - ,,	1844	South Eastern Railway Company	164 0	21 2	10 7	144	207	120	iron.
353	44,988	Queen	ditto - ,,	1862	Samuel Williams	56 6	12 1	6 6	9	27	25	iron, screw.
354	28,652	Arrow	ditto - ,,	1860	A. Gabrielli	94 1	17 7	9 4	23	90	48	
355	44,992	Vittoria	ditto - ,,	1862	- - ditto	89 1	17 2	8 8	30	77	48	
356	27,705	Resolute	ditto - ,,	1859	J. A. Hallett and another	83 3	16 5	8 8	15	67	35	
357	45,007	London	ditto - ,,	1862	John Hall, junior, and others	210 0	30 6	25 4	994	1,299	120	iron, screw.
358	45,011	Scud	ditto - ,,	1861	H. H. Cannan and another	222 9	26 3	13 4	286	482	240	iron.
359	45,012	Petrel	ditto - ,,	1862	- - ditto	223 7	26 7	13 5	302	503	240	iron.
360	45,019	Corcyra	ditto - ,,	,,	Anglo-Ionian Steam Navigation Company	204 4	28 5	17 3	637	791	100	iron, screw.
361	45,021	Albert Edward	ditto - ,,	,,	South Eastern Railway Company	205 3	24 0	11 5	222	365	220	iron.
362	25,174	Amazon	ditto - ,,	1858	Mountjoy Pearse	176 8	27 3	15 4	474	562	80	iron, screw.
363	45,028	Elgin	ditto - ,,	1862	China and Japan Coast and River Steam Navigation Company.	208 3	26 0	14 3	396	555	120	iron, screw.
364	27,561	Czar	ditto - ,,	1859	Alexander Carnegie	121 8	24 1	10 3	116	184	100	iron.
365	11,089	Oracle	ditto - ,,	1857	David S. Oates, junior	92 8	17 2	18 8	27	93	50	iron.
366	45,001	Neptune	ditto ,,	1862	London Steam Navigation Company, Limited	201 2	28 3	16 3	541	659	80	iron, screw.

367	21,368	Admiral Kanaris	-	ditto	-	,,	1858	E. T. Gourley and others	-	-	-	-	195	4	34	4	18	7	764	928	90	iron,screw.
368	45,069	Fusi Yama	-	ditto	-	,,	1862	Hon. H. A. Coventry	-	-	-	-	214	3	20	3	20	5	711	899	135	iron,screw.
369	26,377	Sydney Hall	-	ditto	-	,,	1854	Mountjoy Pearse and others	-	-	-		176	1	24	2	15	8	357	461	80	iron,screw.
370	13,620	Alice	-	ditto	-	,,	1846	Daniel Barker and others	-	-	-		74	0	14	7	8	5	15	60	30	
371	45,074	Flora	-	ditto	-	,,	1862	Edward Pembroke	-	-	-	-	161	3	22	5	12	4	190	306	120	iron,screw.
372	29,378	Newsky	-	ditto	-	,,	1861	R. M. Phillipps and others	-	-	-		172	5	27	1	12	3	338	425	70	iron,screw.
373	45,754	Clan Alpine	-	ditto	-	,,	1862	Robert Jardine	-	-	-	-	288	5	33	1	22	8	942	1,516	400	iron.
374	10,287	Hamburg	-	ditto	-	1863	1857	General Steam Navigation Company	-	-			180	5	25	2	13	6	305	439	90	iron,screw.
375	45,772	Haullier	-	ditto	-	,,	1862	R. Cory	-	-	-	-	60	0	12	1	6	1	15	30	25	iron,screw.
376	45,773	Tugwell	-	ditto	-	,,	,,	- - ditto	-	-	-	-	59	9	12	1	6	1	15	30	25	iron,screw.
377	45,781	Fokien	-	ditto	-	,,	1863	H. J. Dring	-	-	-	-	142	0	26	2	11	1	146	274	150	iron.
378	28,852	Colocotronis	-	ditto	-	,,	1860	J. Cunliffe	-	-	-	-	172	0	22	3	9	5	235	287	60	iron,screw.
379	45,786	Poonah	-	ditto	-	,,	1862	Peninsular and Oriental Company	-	-			334	9	40	9	19	5	1,478	2,152	500	iron,screw.
380	594	Saxon	-	ditto	-	,,	1854	M. F. Bremer and others	-	-	-		167	0	24	6	15	6	335	395	40	iron,screw.
381	45,799	Warrior	-	ditto	-	,,	1863	J. Cook and others	-	-	-	-	94	6	17	6	9	2	41	98	44	iron.
382	47,298	Carnatic	-	ditto	-	,,	1862	Peninsular and Oriental Company	-	-			294	7	38	1	17	6	1,254	1,776	400	iron,screw.
383	47,310	Auckland	-	ditto	-	,,	1863	Panama, New Zealand, and Australian Royal Mail Company, Limited.					212	8	28	0	16	3	533	699	150	iron,screw.
384	6,837	Earl of Aberdeen	-	ditto	-	,,	1847	General Steam Navigation Company	-	-			215	3	28	1	18	3	611	820	380	iron.
385	47,316	Venus	-	ditto	-	,,	1863	F. Muir	-	-	-	-	239	5	26	1	10	8	366	530	240	iron.
386	47,339	Hebe	-	ditto	-	,,	,,	- - ditto	-	-	-	-	176	5	22	5	12	3	340	449	120	iron.
387	47,340	Seine and Tamise, No. 2		ditto	-	,,	1862	J. H. Baxendale	-	-	-	-	129	7	25	9	9	6	213	277	40	iron,screw.
388	43,650	Robert Scott	-	ditto	-	,,	1863	E. T. Hankey	-	-	-	-	83	2	16	7	9	0	23	75	32	
389	47,351	Renown	-	ditto	-	,,	,,	M. Martin and others	-	-	-	-	118	0	19	2	9	9	91	163	100	iron.
390	47,356	Prince	-	ditto	-	,,	,,	S. Williams	-	-	-	-	55	0	12	0	6	5	8	26	25	iron,screw.
391	47,359	City of London	-	ditto	-	,,	,,	C. C. Nelson and others	-	-	-	-	114	5	19	1	10	2	66	143	140	iron.
392	47,370	James Joicey	-	ditto	-	,,	,,	J. Joicey and others	-	-	-	-	200	6	28	1	16	8	536	695	90	iron,screw.
393	47,372	Janet Tennant	-	ditto	-	,,	,,	W. E. Cooke and another	-	-	-	-	174	5	22	5	7	2	144	206	75	iron.
394	47,374	Yeddo	-	ditto	-	,,	,,	W. R. Adamson and another	-	-	-		171	7	24	7	12	2	294	370	85	iron,screw.
395	47,376	Rangoon	-	ditto	-	,,	,,	Peninsular and Oriental Company	-	-			294	9	38	1	17	6	1,253	1,776	400	iron,screw.
396	47,379	Sea Hawk	-	ditto	-	,,	1839	J. Roberts	-	-	-	-	176	4	33	1	16	4	316	656	320	
397	47,384	Shooey Leen	-	ditto	-	,,	1863	George Duncan and another	-	-	-		216	0	27	8	16	4	493	659	160	iron,screw.
398	47,391	Mona	-	ditto	-	,,	,,	China Steam Ship and Labuan Coal Company, Limited.					188	7	28	3	17	3	542	693	100	iron,screw.
399	43,634	Childe Harold	-	ditto	-	,,	1862	G. Furness	-	-	-	-	73	2	14	4	7	7	16	45	30	
400	27,778	Ida	-	ditto	-	,,	1858	London, Brighton, and South Coast Railway Company.					137	7	20	2	-	-	171	221	50	iron,screw.
401	45,009	La Plata	-	ditto	-	,,	1862	A. G. Robinson	-	-	-	-	249	6	30	5	21	9	1,006	1,195	150	iron,screw.
402	47,404	Annette	-	ditto	-	,,	1863	W. Watkins	-	-	-	-	108	0	18	0	10	3	44	118	60	iron.
403	19,362	Scotia	-	ditto	-	,,	1857	G. B. Carr and another	-	-	-	-	241	2	32	4	20	6	1,021	1,196	120	iron,screw.
404	47,408	Ladoga	-	ditto	-	,,	1863	C. M. Norwood and others	-	-	-		196	0	29	0	13	5	636	744	80	iron,screw.
405	47,411	Alexandra	-	ditto	-	,,	,,	F. C. Pickernell and another	-	-	-		225	8	30	2	18	0	618	813	150	iron,screw.
406	20,778	Asia	-	ditto	-	,,	1858	C. B. Carr and another	-	-	-	-	241	2	32	4	20	6	1,021	1,196	120	iron,screw.
407	47,420	Breeze	-	ditto	-	,,	1863	London, Chatham, and Dover Railway Company.					190	6	25	2	11	5	195	340	160	iron.
408	47,427	John M'Intyre	-	ditto	-	,,	,,	R. Cory and others	-	-	-	-	226	0	22	0	16	9	798	985	198	iron,screw.
409	47,437	George Elliot	-	ditto	-	,,	,,	G. Elliot and another	-	-	-	-	200	4	28	9	16	6	549	692	110	iron,screw.
410	28,106	Kelpie	-	ditto	-	,,	1860	Peninsular and Oriental Company	-	-			70	6	10	2	6	0	7	24	9	iron,screw.
411	48,510	Clotilda	-	ditto	-	,,	1863	F. C. Pickernell and another	-	-	-		214	1	28	0	16	4	533	707	150	iron,screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued*.

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
412	48,514	Wokee	London - 1863	1863	G. Duncan and another	186 5	26 0	14 7	412	526	80	iron, screw.
413	48,515	Yow Yangs	ditto - „	1856	A. G. Robinson and others	185 2	27 9	15 0	474	583	90	iron, screw.
414	17,690	Forth	ditto - „	1855	General Steam Navigation Company	178 0	24 3	13 9	311	401	80	iron, screw.
415	48,520	Ware	ditto - „	1863	London, Chatham, and Dover Railway Company.	190 4	24 7	11 5	195	340	160	iron.
416	48,521	Foam	ditto - „	1862	H. H. Cannan and another	225 0	26 7	13 8	293	497	240	iron.
417	48,525	Ceres	ditto - „	1863	F. Muir	175 4	23 5	12 4	270	375	120	iron, screw.
418	48,543	Otago	ditto - „	„	Panama, New Zealand, and Australian Royal Mail Company (Limited).	236 0	26 8	15 6	457	645	150	iron, screw.
419	48,551	John Liddell	ditto - „	„	John Liddle and others	196 9	28 0	16 9	562	699	90	iron, screw.
420	22,542	Midge	ditto - „	1858	D. A. Stewart	97 2	18 0	9 4	56	98	24	screw.
421	48,556	Fanny Lambert	ditto - „	1863	R. Corry and others	201 0	28 1	16 8	537	699	90	iron, screw.
422	48,559	Aziz	ditto - „	„	S. O. Pitzipios	171 8	24 7	12 2	320	403	80	iron, screw.
423	48,563	Alexandra	ditto - „	„	London and North Western Railway Company	226 6	28 3	16 0	546	772	320	iron.
424	48,566	Index	ditto - „	„	E. P. Stringer and another	208 8	25 7	11 5	362	469	160	iron.
425	48,567	Lady Elgin	ditto - „	1847	G. H. Harrington and another	145 0	23 2	14 3	197	323	160	
426	48,568	Syria	ditto - „	1863	Peninsular and Oriental Company	312 5	36 0	18 5	1,420	1,932	450	iron.
427	48,575	Golconda	ditto - „	„	- - ditto	314 5	38 3	18 7	1,253	1,909	400	iron, screw.
428	48,589	Alexandra	ditto - „	„	M. Martin and others	94 2	17 6	9 8	60	124	50	iron.
429	48,600	Blonde	ditto - „	„	General Iron Screw Collier Company	177 2	28 4	15 3	497	610	80	iron, screw.
430	48,646	Tim Sin	ditto - „	„	G. Barnet and another	241 3	26 0	12 8	611	774	140	iron.
431	48,648	Minnie	ditto - „	„	W. Boyle	181 1	22 4	12 1	254	356	80	iron, screw.
432	26,402	Melbourne	ditto - „	1849	E. Gallatly and others	222 3	37 3	22 8	899	1,636	260	iron, screw.
433	48,649	Vivid	ditto - 1864	1863	James Walter and others	89 0	17 8	9 2	24	89	50	iron.
434	7,642	Prince Kung	ditto - „	1837	W. H. F. Elliott	112 0	21 4	11 7	135	210	70	
435	48,653	Despatch	ditto - „	1864	Richard Cory	200 5	28 1	16 9	562	728	90	iron, screw.
436	48,655	Annie	ditto - „	„	Francis Mair	175 5	23 3	12 4	264	370	120	iron, screw.
437	48,662	Smyrna	ditto - „	„	W. E. MacAndrew	299 3	31 2	24 5	1,625	1,793	150	iron, screw.
438	48,665	Baroda	ditto - „	„	Peninsular and Oriental Company	309 3	38 1	18 5	1,232	1,874	400	iron, screw.
439	48,666	Delhi	ditto - „	„	- - ditto	313 3	38 0	18 5	1,332	1,899	400	iron, screw.
440	48,668	North Heath	ditto - „	„	William Boyle	229 9	25 0	13 4	343	541	300	iron.
441	48,674	Magnetic	ditto - „	1863	W. Sandford and others	80 8	16 6	9 0	21	78	92	iron.
442	48,675	Goolwa	ditto - „	1864	Frederick Levi	130 0	21 1	10 3	139	214	90	iron.
443	48,679	Vanderbyl	ditto - „	„	Lundy Granite Company (Limited)	198 3	16 1	8 1	56	78	35	iron, screw.
444	48,684	Far East	ditto - „	„	Josh Davies and others	235 4	33 9	20 4	1,062	1,259	150	iron, screw.
445	45,154	Black Duck	ditto - „	1863	T. E. Smith and others	177 3	26 6	16 0	489	612	70	iron, screw.
446	48,691	No. Seven	ditto - „	1864	Benjamin Fothergill	128 6	19 9	7 2	68	153	45	iron, screw.
447	48,692	No. Eight	ditto - „	„	- - ditto	128 7	19 9	7 2	68	153	45	iron, screw.
448	8,698	Edith	ditto - „	„	Donald Macgregor	174 1	25 1	14 2	239	437	200	iron, screw.

449	45,055	Justitia - - -	ditto	-	„	1862	London, Italian, and Adriatic Steam Navigation Company.	201	3	29	1	17	2	616	783	120	iron, screw.
450	48,700	Helen - - -	ditto	-	„	1864	William Bayle - - - - - - -	230	2	25	9	13	5	343	539	300	iron.
451	28,215	Heron - - -	ditto	-	„	1860	General Steam Navigation Company - -	210	2	27	1	14	1	424	624	150	iron, screw.
452	12,586	Albert - - -	ditto	-	„	1856	Thames Steam Tug Company - - -	92	3	16	1	7	6	58	85	24	iron, screw.
453	16,720	Douro - - -	ditto	-	„	1850	Daniel Barker and others - - - -	95	8	18	7	9	8	40	102	56	
454	48,715	Eothen - - -	ditto	-	„	1864	Arthur Anderson - - - - -	152	0	22	2	12	2	123	191	70	iron, screw.
455	48,718	Joramir - - -	ditto	-	„	„	John Fleming - - - - - -	124	9	19	7	10	6	101	184	100	iron.
456	28,941	Garland - - -	ditto	-	„	1846	R. J. Brown - - - - - -	20	2	21	8	9	6	225	302	120	
457	45,954	Conqueror - -	ditto	-	„	1863	E. T. Hankey - - - - - -	111	6	18	6	9	6	37	118	65	iron.
458	48,721	Interloper - -	ditto	-	„	1864	Robert Thurburn - - - - -	153	0	24	8	14	9	191	205	200	iron.
459	48,722	Atalanta - - -	ditto	-	„	„	George Sutherland - - - - -	202	7	23	6	12	5	253	380	200	iron, screw.
460	48,725	Thomas Lea - -	ditto	-	„	„	Richard Cory and others - - - -	179	7	28	1	17	2	487	630	80	iron, screw.
461	12,874	Antagonist - -	ditto	-	„	1857	William Watkins and another - - -	91	6	17	0	8	8	36	54	50	iron.
462	48,730	Dumbarton - -	ditto	-	„	1864	T. A. Gibb - - - - - - -	250	0	35	5	22	0	944	1,462	300	iron.
463	21,891	Great Eastern - -	ditto	-	„	1858	Great Eastern Steam Ship Company (Limited).	679	6	82	8	31	6	13,344	18,916	2,660	iron, screw & paddle.
464	48,743	Johore - - -	ditto	-	„	1864	W. W. Ker - - - - - - -	110	0	19	0	7	2	75	115	60	iron.
465	48,746	Hawk - - -	ditto	-	„	„	Telegraph Construction and Maintenance Company (Limited).	241	8	28	1	15	2	552	733	150	
466	48,747	Vulcan - - -	ditto	-	„	„	China and Japan Navigation Company -	131	5	22	1	10	2	130	198	90	iron.
467	49,902	Pioneer - - -	ditto	-	„	„	F. H. Trevithick - - - - - -	85	5	14	8	6	1	39	62	30	iron, screw.
468	24,886	Vigilant - - -	ditto	-	„	1855	E. F. Bird - - - - - - -	160	7	22	1	11	5	183	273	60	iron, screw.
469	49,904	Rambler - - -	ditto	-	„	1864	D. S. Mitchell - - - - - - -	100	0	18	0	9	4	30	109	56	iron.
470	49,907	Calabar - - -	ditto	-	„	„	African Steam Ship Company (Limited) -	260	5	31	4	19	2	816	1,122	250	iron, screw.
471	49,912	Virgin - - -	ditto	-	„	„	European Trading Company (Limited) -	220	2	24	2	10	9	291	423	180	iron.
472	49,914	J. R. Hinde - -	ditto	-	„	„	Richard Cory and others - - - -	198	7	28	0	17	4	574	740	90	iron, screw.
473	49,917	Kaffraria - -	ditto	-	„	„	Diamond Steam Navigation Company (Limited).	200	2	28	9	16	2	624	779	120	iron, screw.
474	49,918	Redgauntlet - -	ditto	-	„	„	William Boyle - - - - - - -	201	4	21	1	9	5	173	266	120	iron.
475	49,920	Onega - - -	ditto	-	„	„	C. M. Norwood and others - - -	203	0	30	6	14	4	673	856	80	iron, screw.
476	45,563	Stella - - -	ditto	-	„	„	E. W. Edwards - - - - - - -	117	9	17	8	9	3	70	110	50	iron, screw.
477	50,003	Thames - - -	ditto	-	„	„	British Colonial Steam Ship Company (Limited).	254	7	32	3	24	7	1,090	1,377	170	iron, screw.
478	47,429	Latona - - -	ditto	-	„	1863	Indian Steam Navigation Company (Limited)	212	0	28	2	16	9	534	690	99	iron, screw.
479	44,848	Europa - - -	ditto	-	„	1862	London Steam Navigation Company (Limited)	206	5	26	1	17	2	498	666	90	iron, screw.
480	50,009	Glengyle - -	ditto	-	„	1864	Robert Jardine - - - - - - -	197	3	38	3	14	8	1,265	1,033	400	iron.
481	50,010	May Queen - -	ditto	-	„	„	General Iron Screw Collier Company (Limited)	177	0	28	2	15	5	478	596	80	iron, screw.
482	50,013	Medora - - -	ditto	-	„	„	London Steam Navigation Company (Limited)	201	3	28	0	17	4	588	769	90	iron, screw.
483	50,020	Zealous - - -	ditto	-	„	„	Great Eastern Railway Company - -	230	0	27	1	11	8	455	613	220	iron.
484	50,023	Evelyn Mary - -	ditto	-	„	„	T. E. Smith and others - - - -	181	9	27	0	15	6	460	569	70	iron, screw.
485	50,024	Transit - - -	ditto	-	„	„	Charles Lambert - - - - -	99	5	18	0	7	8	47	83	92	iron.
486	50,026	Charles Capper -	ditto	-	„	„	Charles Capper - - - - - -	200	0	27	9	17	6	582	754	90	iron, screw.
487	50,027	Venetia - - -	ditto	-	„	„	F. C. Pickernell - - - - -	223	0	29	5	16	3	575	755	150	iron, screw.
488	50,028	Adria - - -	ditto	-	„	„	- - ditto - - - - - - -	219	1	29	5	17	3	624	795	150	iron, screw.
489	50,029	Dijleh - - -	ditto	-	„	„	Euphrates and Tigris Steam Navigation Company.	185	6	25	0	5	6	243	299	70	iron.
490	49,746	Iron King - -	ditto	-	„	„	Thomas Brassey - - - - - -	42	0	115	0	9	7	42	115	60	iron.
491	45,014	Beacon - - -	ditto	-	„	1862	Corporation of the Trinity House - -	146	9	22	2	12	5	181	262	120	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
492	50,032	Alexandra - -	London - 1864	1864	South Eastern Railway Company - -	211 8	23 9	11 5	219	360	220	iron.
493	50,039	Egmont - - -	ditto - „	„	Panama, New Zealand, and Australian Royal Mail Company (Limited).	173 0	25 3	12 2	309	401	80	iron, screw.
494	47,399	Aurora - - -	ditto - „	1863	London Steam Navigation Company (Limited).	210 8	28 3	17 0	533	698	99	iron, screw.
495	45,008	Fortuna - - -	ditto - „	1862	- - ditto - - - - - - -	206 5	26 1	17 2	497	666	90	iron, screw.
496	50,504	Fire Queen - -	ditto - „	1864	J. W. Cater and another - - - -	317 4	47 0	14 0	2,886	3,801	1,400	
497	50,053	Harwich - -	ditto - „	„	Great Eastern Railway Company - -	215 0	27 0	17 6	550	750	220	iron.
498	50,054	Lady Stirling - -	ditto - „	„	T. S. Begbie - - - - - -	241 0	26 0	13 4	417	616	300	iron.
499	50,059	Ipswich - - -	ditto - „	„	Great Eastern Railway Company - -	120 3	15 0	6 9	64	87	40	iron.
500	37,038	Vulcan - - -	ditto - „	1863	J. W. Cater - - - - - - -	130 2	24 9	12 3	123	193	190	screw.
501	50,073	Norse - - -	ditto - „	1864	William Hockly and others - - -	91 5	17 0	8 9	27	82	40	iron.
502	50,075	Rosa Eliza - -	ditto - „	1850	J. B. R. Langford - - - - -	137 0	23 0	12 8	227	286	60	iron, screw.
503	50,076	Orwell - - -	ditto - „	1864	Edward Joicey and others - - -	179 8	28 0	17 2	486	628	80	iron, screw.
504	50,079	Scotia - - -	ditto - „	„	Caledonian Steam Towing Company - -	127 0	20 8	11 8	98	199	100	
505	50,082	Stour - - -	ditto - „	„	Great Eastern Railway Company - -	120 5	15 0	6 9	64	86	40	iron.
506	50,083	Rainbow - - -	ditto - „	„	- - ditto - - - - - - -	90 0	18 5	9 9	44	112	60	iron.
507	50,086	Enterprise - -	ditto - „	„	Robert Thurburn - - - - -	152 7	24 7	15 0	180	384	200	iron.
508	50,088	Tarrana - - -	ditto - „	„	Panama, New Zealand, and Australian Royal Mail Company (Limited).	22 6	28 0	16 2	523	692	155	iron, screw.
509	50,090	Mermaid - -	ditto - „	„	General Steam Navigation Company - -	199 4	27 9	17 5	578	745	90	iron, screw.
510	50,093	Stork - - -	ditto - „	„	- - ditto - - - - - - -	229 7	29 0	16 4	561	781	200	iron, screw.
511	50,100	Kenilworth - - -	ditto - „	„	J. B Howell - - - - - -	201 4	20 1	9 5	174	266	120	iron.
512	50,098	Strelna - - -	ditto - „	„	C. M. Norwood and others - - -	202 6	30 6	14 3	664	858	90	iron, screw.
513	50,103	Iona - - -	ditto - „	„	Mathew Isaac Wilson - - - -	146 5	22 1	12 4	220	297	60	iron, screw.
514	50,104	Vixen - - -	ditto - „	„	European Trading Company (Limited) -	224 7	26 0	9 6	305	433	180	iron.
515	44,619	alakoff - -	ditto - „	1851	Thomas Jackson - - - - - -	193 6	25 1	13 3	373	593	240	iron.
516	24,794	City of Paris - -	ditto - „	1850	- - ditto - - - - - - -	165 7	22 7	12 4	255	345	140	iron.
517	5,805	Courier - - -	ditto - „	„	- - ditto - - - - - - -	178 6	27 4	12 1	279	374	135	iron.
518	27,789	Milford Haven -	ditto - „	1859	- - ditto - - - - - - -	71 0	15 1	6 1	18	36	25	iron, screw.
519	20,592	Long Ditton - -	ditto - „	1857	- - ditto - - - - - - -	68 2	11 7	7 0	14	33	15	screw.
520	50,117	Lara - - -	ditto - „	1864	John Penn - - - - - - -	137 7	17 1	7 6	57	94	50	iron.
521	50,121	Mars - - -	ditto - „	„	General Steam Navigation Company - -	234 9	27 2	14 5	551	692	180	iron.
522	47,446	Pelican - - -	ditto - „	1863	John Harbottle - - - - - -	187 5	24 0	12 8	383	429	110	iron, screw.
523	50,129	Medea - - -	ditto - „	1864	B. Hepenstal - - - - - -	93 3	13 4	7 3	34	58	24	iron.
524	50,130	Amphion - -	ditto - „	1847	H. A. Coffey and others - - - -	184 6	43 4	20 7	734	1,289	300	screw.
525	50,131	Marie - - -	ditto - „	1863	M. F. Bremer and others - - - -	190 5	24 0	- -	383	511	92	iron, screw.
526	50,137	Nyanza - - -	ditto - „	1864	Peninsular and Oriental Company - -	327 3	36 2	19 5	1,481	2,082	450	iron.

527	50,126	St. Lawrence	ditto	„	„	British Colonial Steam Ship Company (Limited).	255	8	32	4	17	2	1,116	1,398	170	iron, screw.
528	50,140	Whisper	ditto	„	„	E. L. Golborne and another	252	2	27	1	12	8	438	627	260	iron.
529	25,109	Brazilian	ditto	„	1862	British and South American Steam Navigation Company (Limited).	274	8	37	7	-	-	1,395	1,942	300	iron, screw.
530	25,132	Bolivian	ditto	„	1853	- - ditto	272	6	37	3	-	-	1,366	1,904	300	iron, screw.
531	45,950	Peruvian	ditto	„	1863	- - ditto	281	1	28	1	22	0	1,713	2,245	300	iron, screw.
532	50,144	Rotterdam	ditto	„	1864	Great Eastern Railway Company	215	1	27	0	17	6	557	757	220	iron.
533	50,147	Maude Campbell	ditto	„	„	E. P. Stringer and another	226	3	28	2	13	0	403	631	200	iron.
534	45,045	Prince of Hesse	ditto	„	1848	William Hockley and another	75	0	15	8	8	3	21	37	130	
535	50,152	America	ditto	„	1863	G. J. Goschen	130	6	17	0	5	0	83	–	60	iron.
536	50,153	Alemania	ditto	„	„	- - ditto	130	7	17	0	5	0	83	–	60	iron.
537	49,640	Macgregor	ditto	„	1864	Caledonian Steam Towing Company	103	7	19	9	10	1	53	134	74	iron.
538	50,156	Conqueror	ditto	„	„	John Cook and others	122	3	20	6	10	1	92	173	75	iron.
539	50,157	Rattlesnake	ditto	„	„	Edwin L. Goulburn	201	8	24	4	12	5	259	432	200	iron, screw.
540	50,159	Viper	ditto	„	„	George Wigg	225	0	26	0	9	6	309	436	180	iron.
541	50,163	Eider	ditto	„	„	Royal Mail Packet Company	296	0	32	1	16	2	1,144	1,564	300	iron.
542	50,166	Mallorca	ditto	„	„	J. Scott Russell	218	4	26	3	14	0	373	522	120	iron.
543	50,167	Witch	ditto	„	„	P. P. Blyth	-	-	-	-	-	-	161	249	150	iron.
544	50,169	Sea King	ditto	„	„	C. C. Nelson and others	117	8	19	5	10	3	78	157	140	iron.
545	50,174	Stanley	ditto	„	„	London and North Western Railway Company	239	2	29	1	14	9	476	715	330	iron.
546	50,176	Garibaldi	ditto	1865	1865	R. O. Davis	72	5	15	0	7	2	15	50	32	iron.
547	49,642	Endeavour	ditto	„	1864	John Mitchell	105	4	18	4	9	8	39	115	65	iron.
548	50,179	Pacific	ditto	„	„	Great Eastern Railway Company	207	0	26	2	11	3	353	460	170	iron.
549	50,182	Hastings	ditto	„	1865	F. W. Harris and others	199	3	28	2	16	0	473	696	90	iron, screw.
550	50,183	Tanfield	ditto	„	„	Richard Cory and others	202	5	28	0	17	4	587	759	90	iron, screw.
551	50,185	Louisa Ann Fanny	ditto	„	„	John Cameron	251	9	27	9	14	8	479	735	260	iron, screw.
552	50,191	Essex	ditto	„	1864	William Fothergill and others	77	8	16	4	8	7	17	49	32	
553	50,194	Conservator	ditto	„	1865	Richard Cory and others	202	0	28	1	17	4	587	758	90	iron, screw.
554	50,197	Patsie	ditto	„	1864	A. B. Brandram	55	2	10	2	6	3	17	23	10	iron, screw.
555	50,199	Rangitoto	ditto	„	1865	Panama, New Zealand, and Australian Royal Mail Company (Limited).	209	0	25	1	15	6	449	574	140	iron, screw.
556	52,658	Charente	ditto	„	„	John Ryde and others	165	4	23	7	12	6	322	395	60	iron, screw.
557	13,832	La Plata	ditto	„	1851	Royal Mail Packet Company	286	8	40	8	27	5	1,758	2,826	1,000	
558	52,660	Robert Bruce	ditto	„	1865	Caledonian Steam Towing Company	121	3	20	1	10	8	104	192	100	iron.
559	52,664	T. A. Gibb	ditto	„	„	T. A. Gibb	231	4	32	2	16	9	851	1,023	160	iron, screw.
560	52,665	Erik	ditto	„	„	G. M. L. Gibbs	157	8	29	5	18	5	412	533	80	screw.
561	52,667	Northwick	ditto	„	„	R. H. Gayner	202	0	30	3	17	7	595	770	80	iron, screw.
562	52,668	William Hunter	ditto	„	„	M. J. Jonassohn	201	8	28	1	17	4	595	767	90	iron, screw.
563	52,672	Stella	ditto	„	„	G. A. Robinson	201	0	28	2	15	7	474	697	80	iron, screw.
564	44,832	Minerva	ditto	„	1862	London Steam Navigation Company (Limited)	206	5	26	1	17	2	497	665	90	iron, screw.
565	25,225	Rajah	ditto	„	1853	George Elliot	169	6	25	8	16	9	364	507	60	iron, screw.
566	52,684	Lena	ditto	„	1865	C. M. Norwood and others	206	7	30	4	14	6	679	875	100	iron, screw.
567	52,695	Negapatam	ditto	„	„	Madras and Colombo Steam Ship Company (Limited).	150	0	21	9	11	7	184	255	50	iron, screw.
568	52,698	Cromwell	ditto	„	„	General Iron Screw Collier Company	178	0	28	8	16	0	438	554	90	iron, screw.
569	52,699	Bombay	ditto	„	„	Johannes Ardall	164	9	26	0	14	3	196	423	260	iron.
570	52,700	Sardis	ditto	„	„	W. E. MacAndrew	302	7	32	5	24	5	1,634	1,808	150	iron, screw.
571	52,702	Miranda	ditto	„	„	London Steam Navigation Company (Limited)	211	0	28	1	17	4	642	819	99	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
572	51,165	Adalia	London 1865	1865	Anglo-Egyptian Navigation Company (Limited.)	231 6	32 0	17 8	1,006	1,270	150	iron, screw.
573	49,619	Behera	ditto „	1864	ditto	241 0	32 7	17 8	1,142	1,389	200	iron, screw.
574	50,283	Damietta	ditto „	„	ditto	179 4	27 2	16 3	432	565	90	iron, screw.
575	49,629	Saida	ditto „	„	ditto	240 6	32 7	17 0	1,053	1,352	200	iron, screw.
576	48,590	Alford	ditto „	1863	General Steam Navigation Company	216 0	28 2	16 9	633	771	90	iron, screw.
577	52,710	Alexandra	ditto „	1865	Robert Brown	230 5	22 2	8 5	157	272	140	iron.
578	52,711	Upton	ditto „	„	Charles Capper and others	201 8	28 1	17 4	596	770	90	iron, screw.
579	52,721	Douro	ditto „	„	Royal Mail Packet Company	326 4	40 2	18 1	1,785	2,824	500	iron, screw.
580	52,722	Susanna	ditto „	1863	R. M. Phillipps and others	56 4	11 9	6 6	8	26	20	iron, screw.
581	52,713	Sir John Lawrence	ditto „	1865	John Bournan and another	207 9	28 0	13 5	458	577	120	iron, screw.
582	50,178	Ernst Merck	ditto „	1858	William Gladstone	240 2	34 1	19 0	1,229	1,406	140	iron, screw.
583	52,730	Hilda	ditto „	1865	Ybberöen Mining Company (Limited)	180 4	26 6	16 5	413	553	95	iron, screw.
584	52,731	Mongolia	ditto „	„	Peninsular and Oriental Company	319 4	40 2	16 7	1,947	2,999	500	iron, screw.
585	52,732	Fairfax	ditto „	„	General Iron Screw Collier Company (Limited)	178 0	28 8	16 0	437	555	90	iron, screw.
586	52,733	Lord Alfred Paget	ditto „	„	Hewett and Company (Limited)	120 4	21 0	10 6	133	186	50	iron, screw.
587	52,738	Natalian	ditto „	„	Diamond Steam Navigation Company (Limited).	174 5	25 5	14 2	454	620	80	iron, screw.
588	147	Pathfinder	ditto „	1855	London, Chatham, and Dover Railway Company.	157 7	20 4½	10 3	122	189	100	iron.
589	146	Pioneer	ditto „	„	ditto	156 5	20 3	10 3	130	196	100	iron.
590	52,746	Ottawa	ditto „	1865	British Colonial Steam Ship Company (Limited.)	287 6	35 2	18 2	1,415	1,831	250	iron, screw.
591	52,747	Japan	ditto „	„	G. W. Campbell	180 2	25 8	15 1	350	473	85	iron, screw.
592	52,749	Ruahine	ditto „	„	Panama, New Zealand, and Australian Royal Mail Company (Limited.)	288 1	34 0	17 5	1,018	1,504	350	iron, screw.
593	52,755	James Southern	ditto „	„	F. W. Harris and others	198 2	28 3	15 8	539	693	90	iron, screw.
594	52,757	Wellesley	ditto „	„	Hewett and Company (Limited)	120 4	21 0	10 6	133	186	50	iron, screw.
595	48,661	Sahara	ditto „	1863	Anglo Egyptian Navigation Company (Limited).	238 4	32 2	17 0	1,022	1,316	200	iron, screw.
596	52,761	Tanjore	ditto „	1865	Peninsular and Oriental Company	321 2	38 1	26 4	1,389	1,971	400	iron, screw.
597	48,703	Lybia	ditto „	1864	Anglo Egyptian Navigation Company (Limited).	234 3	32 2	16 9	1,044	1,283	200	iron, screw.
598	20,452	Rover	ditto „	1857	F. G. Harrison	132 3	20 6	10 2	69	187	80	iron.
599	45,526	North Kent	ditto „	1863	Robert Godden	94 5	12 6	6 5	31	46	24	
600	52,769	Mary	ditto „	1865	John Dudgeon	233 0	27 0	13 7	616	902	250	iron, screw.
601	52,771	Ashford	ditto „	„	C. M. Norwood and others	207 5	30 6	14 7	860	1,058	120	iron, screw.
602	52,773	Setubal	ditto „	„	E. W. Cox and others	165 2	24 0	13 2	270	368	75	iron, screw.
603	52,774	Arno	ditto „	„	Royal Mail Packet Company	261 6	30 2	17 0	758	1,038	250	iron.

604	52,779	Orion	ditto	„	„	General Steam Navigation Company	236	8	27	2	14	3	569	777	200	iron.
605	52,784	Lady Flora	ditto	„	„	Robert Ford	200	8	28	1	17	6	571	726	90	iron, screw.
606	52,785	Avalon	ditto	„	„	Great Eastern Railway Company	239	8	27	0	13	5	489	670	220	iron.
607	52,789	Sabrina	ditto	„	„	London Steam Navigation Company (Limited)	211	2	28	1	17	4	643	820	99	iron, screw.
608	52,790	Mauritius	ditto	„	„	Johannes Ardall	165	1	26	0	14	3	196	424	260	iron.
609	52,791	Medway	ditto	„	„	John Temperley and others	285	2	35	4	18	5	1,464	1,823	220	iron, screw.
610	52,792	Rhone	ditto	„	„	Royal Mail Packet Company	323	0	40	1	17	9	1,701	2,738	500	iron, screw.
611	52,793	Niphon	ditto	„	„	Peninsular and Oriental Company	223	7	26	6	16	1	529	695	140	iron, screw.
612	52,794	Queen of the Fairies	ditto	„	„	T. S. Truss	46	1	6	3	5	2	6	10	4	patent propelling.
613	52,803	Eptanisos	ditto	„	„	T. Richardson and others	198	9	29	1	16	7	590	749	140	iron, screw.
614	52,805	The Greek	ditto	„	„	T. S. Begbie	198	9	29	1	16	7	590	749	140	iron, screw.
615	52,807	Esperanza	ditto	„	„	R. A. Joy	155	5	28	3	5	5	176	176	80	iron, engines on deck.
616	22,052	Beauty	ditto	„	1858	E. Timmins	64	7	12	2	6	3	20	30	15	iron, screw.
617	52,811	Ravensbury	ditto	„	1865	Great Eastern Railway Company	239	8	27	0	13	5	484	666	220	iron.
618	52,820	Erl King	ditto	„	„	John Wade and others	250	0	34	5	21	7	1,044	1,344	250	iron, screw.
619	52,821	Champion	ditto	„	„	A. E. Redgrave and others	99	3	18	3	9	9	56	119	50	iron.
620	52,824	Confianza	ditto	„	„	R. A. Joy	155	5	28	3	5	5	176	176	80	iron, engines on deck.
621	27,816	Scoter	ditto	„	„	C. Davies	77	0	14	0	4	7	22	44	20	iron, screw.
622	52,826	J. M. Strachan	ditto	„	„	Stephenson Clarke and others	199	8	28	1	17	4	592	760	90	iron, screw.
623	52,827	Love Bird	ditto	„	„	J. A. Croft and another	188	6	27	0	15	0	448	563	90	iron, screw.
624	52,836	United Service	ditto	„	„	William Gray and others	219	4	30	2	20	1	778	981	96	iron, screw.
625	52,839	Union	ditto	„	„	Charles Gumm	239	8	33	3	17	3	1,110	1,386	156	iron, screw.
626	54,576	Fairy Queen	ditto	„	1849	W. A. Little	84	6	7	4	3	2	11	16	20	iron.
627	50,076	Charlotte	ditto	„	1864	E. P. Stringer	225	5	28	3	13	0	399	628	200	iron.
628	54,576	Honfleur	ditto	„	1865	London, Brighton, and South Coast Railway Company.	159	9	23	0	10	8	220	289	100	iron, screw.
629	54,582	C. S. Butler	ditto	„	„	Stephenson Clarke and others	199	7	28	1	17	4	592	760	90	iron, screw.
630	54,583	M. E. Clark	ditto	„	„	ditto	180	6	28	0	17	0	509	656	80	iron, screw.
631	54,585	Bwllfa	ditto	„	„	F. W. Harris and others	209	0	28	1	17	5	628	804	90	iron, screw.
632	54,587	Margam Abbey	ditto	„	„	Thomas Jackson	183	2	26	1	16	0	471	609	80	iron, screw.
633	5,591	Lady Derby	ditto	„	„	General Iron Screw Collier Company (Limited).	174	6	27	3	16	8	437	576	90	iron, screw.
634	51,154	Edith Owen	ditto	1866	1864	Robert Ford	185	3	26	0	15	3	379	497	80	iron, screw.
635	54,593	Wanderer	ditto	„	1865	D. S. Mitchel and another	98	0	18	0	9	2	35	101	50	iron.
636	54,597	Rennes	ditto	„	1866	London Brighton and South Coast Railway Company.	159	9	23	0	10	8	220	289	100	iron, screw.
637	54,592	Napoleon III.	ditto	„	1865	South Eastern Railway Company	192	6	24	3	11	5	218	346	180	iron.
638	54,599	Mandingo	ditto	„	1866	African Steam Ship Company	262	3	32	4	19	3	821	1,154	275	iron, screw.
639	27,199	China	ditto	„	1855	Peninsular and Oriental Steam Navigation Company.	279	0	36	0	22	9	1,349	2,010	400	iron, screw.
640	51,159	Uitenhage	ditto	„	1864	Diamond Steam Navigation Company (Limited).	269	3	32	5	17	7	1,118	1,462	250	iron, screw.
641	51,184	Albany	ditto	„	1865	ditto	269	1	32	5	17	6	1,131	1,480	250	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. *10ths.*	*Feet.* *10ths.*	*Feet.* *10ths.*				
642	54,610	Lightning	London - 1866	1866	James Letten and others	97 3	18 4	9 3	33	102	60	iron.
643	28,221	Ostrich	ditto - „	1860	General Steam Navigation Company	210 2	27 1	14 1	424	624	150	iron, screw.
644	54,613	Middlesex	ditto - „	1865	George Haslip and others	105 4	18 6	9 8	70	136	50	iron.
645	54,614	Nautilus	ditto - „	1866	William Brown	115 0	15 0	6 7	66	88	20	iron, hydraulic.
646	54,615	Kestrel	ditto - „	1857	Thomas Chandler and another	64 4	12 4	6 0	10	32	20	iron, screw.
647	54,616	Queen	ditto - „	1858	- - ditto	79 3	14 2	6 4	29	50	30	iron.
648	54,619	Kaikoura	ditto - „	1866	Panama, New Zealand, and Australian Royal Mail Company (Limited).	272 4	34 1	25 2	1,068	1,501	400	iron, screw.
649	54,623	Harriet Agness	ditto - „	1865	William Gladstone	195 0	26 0	15 3	531	652	120	iron, screw.
650	54,625	Anne Smith	ditto - „	1866	Edward Smith	165 8	22 4	12 1	327	391	50	iron, screw.
651	54,626	Lagos	ditto - „	„	African Steam Ship Company	262 2	32 4	19 3	783	1,151	275	iron, screw.
652	54,628	Sado	ditto - „	„	Francisco José Pareira	170 5	25 0	13 7	325	433	70	iron, screw.
653	54,630	Dispatch	ditto - „	„	James Deane and another	90 4	17 3	9 3	38	98	40	iron.
654	54,631	Milton	ditto - „	„	Alfred R. Fisher and others	89 8	17 2	8 7	22	84	40	iron.
655	54,641	Geelong	ditto - „	„	Peninsular and Oriental Steam Navigation Company.	275 0	34 3	25 0	1,217	1,584	250	iron, screw.
656	54,644	Cosmos	ditto - „	„	London and River Plate Bank	151 0	24 4	7 7	183	235	45	iron, twin screw.
657	54,648	Eleanor	ditto - „	„	John Dudgeon	104 8	13 1	4 1	53	73	30	iron.
658	54,650	Moa	ditto - „	„	Panama, New Zealand, and Australian Royal Mail Company (Limited).	59 9	11 9	6 5	11	25	16	iron, twin screw.
659	54,651	Thames	ditto - „	„	Thomas Stocks and others	96 0	17 6	8 8	48	103	50	iron.
660	54,652	Boston	ditto - „	„	James Duke Hill and others	180 8	28 0	17 1	510	656	80	iron, screw.
661	54,654	Palmyra	ditto - „	„	Henry Jonathan Pickernell and others	211 3	28 1	17 4	622	795	98	iron, screw.
662	29,193	Victor	ditto - „	1862	Edgar Sydney and another	127 0	20 1	10 3	146	193	45	iron, screw.
663	22,173	Ceylon	ditto - „	1858	Peninsular and Oriental Steam Navigation Company.	306 1	40 9	17 8	1,366	2,012	450	iron, screw.
664	54,660	Rakaia	ditto - „	1866	Panama, New Zealand, and Australian Royal Mail Company (Limited).	273 0	34 1	25 8	938	1,456	350	iron, screw.
665	54,666	Alexandra (No. 3.)	ditto - „	„	Saloon Steam Packet Company (Limited)	142 2	17 1	4 6	58	79	50	iron.
666	54,668	Contest	ditto - „	„	Thomas William Elliott and others	88 4	17 2	8 9	34	87	50	iron.
667	54,669	Alexandra (No. 2.)	ditto - „	„	Saloon Steam Packet Company (Limited)	142 1	17 1	4 6	58	80	50	iron.
668	54,674	Thetis	ditto - „	„	John Ryde and others	179 4	27 2	15 2	427	548	90	iron, screw.
669	54,683	Admiral	ditto - „	1843	David Henry Stone and another	76 6	17 3	9 0	17	68	45	wood.
670	54,676	Little Briton	ditto - „	1866	George Locket and another	60 0	12 0	6 6	11	27	20	iron, screw.
671	18,730	William Cory	ditto - „	1857	John Fenwick and others	244 4	35 2	24 3	1,324	1,578	120	iron, screw.
672	54,678	Saïda	ditto - „	1866	Peninsular and Oriental Steam Navigation Company.	99 8	16 7	8 5	34	99	60	iron.

673	54,679	Willem and Clara	-	ditto	-	„	1864	Benjamin Daniel Lowe and another	-	-	172	1	25	7	13	8	321	472	75	iron, screw.
674	50,060	Luna	-	ditto	-	„	„	David Parker and another	-	-	170	1	24	0	8	5	163	252	120	iron.
675	54,687	Scotsman	-	ditto	-	„	1866	William Newcomb and others	-	-	45	3	10	1	6	0	4	17	15	iron, screw.
676	54,691	Avoca	-	ditto	-	„	„	Peninsular and Oriental Steam Navigation Company.			257	0	32	2	25	5	1,007	1,480	250	iron, screw.
677	54,692	Malacca	-	ditto	-	„	„	- - ditto	-	-	284	0	34	1	25	2	1,238	1,683	200	iron, screw.
678	54,684	Livonia	-	ditto	-	„	„	James Laing and others	-	-	234	8	32	5	24	4	872	1,283	150	iron, screw.
679	54,685	Palmerston	-	ditto	-	„	„	Robert Brown and another	-	-	191	3	22	1	6	9	87	200	100	iron.
680	54,695	Hallett	-	ditto	-	„	„	Hewett and Company (Limited)	-	-	130	6	21	1	10	6	142	209	50	iron, screw.
681	54,696	Aline	-	ditto	-	„	„	Edward Ferdinand Sichel	-	-	257	5	28	1	19	4	695	1,023	130	steel, screw.
682	54,697	Labrador	-	ditto	-	„	„	Hudson Bay Company	-	-	139	2	29	2	17	0	266	391	80	screw.
683	54,699	North Star	-	ditto	-	„	„	Louis Breslaner and others	-	-	202	5	26	2	15	3	419	617	95	iron, screw.
684	54,700	Elder	-	ditto	-	„	„	General Steam Navigation Company	-	-	235	3	28	2	14	6	541	722	220	iron.
685	45,660	Souvenir	-	ditto	-	„	„	Edgar Sydney and another	-	-	128	5	21	1	11	1	159	219	55	iron, screw.
686	54,705	Narva	-	ditto	-	„	„	James Laing and others	-	-	234	8	32	5	24	4	872	1,282	140	iron, screw.
687	54,706	Frost	-	ditto	-	„	„	Hewett and Company (Limited)	-	-	130	6	21	1	10	6	142	209	50	iron, screw.
688	29,020	Penelope	-	ditto	-	„	1860	Thomas Shugg	-	-	79	5	12	9	5	7	27	40	25	iron, screw.
689	52,806	Coumoundouros	-	ditto	-	„	1865	Thomas Richardson and another	-	-	228	0	31	0	18	2	764	970	160	iron, screw.
690	22,347	*Arabia	-	ditto	-	„	1852	Anglo-Egyptian Navigation Company (Limited).			284	2	37	3	27	6	1,359	2,393	930	
691	54,754	Anglo Dane	-	ditto	-	„	1866	Andrew Leslie	-	-	209	4	28	1	14	9	440	646	90	iron, screw.
692	54,712	Galicia	-	ditto	-	„	„	John Hall and another	-	-	203	9	28	9	16	9	510	750	150	iron, screw.
693	54,714	Albert Victor	-	ditto	-	„	„	John H. Glassford	-	-	231	2	24	3	8	6	143	322	170	iron.
694	54,720	Merthyr	-	ditto	-	„	„	James Dixon and others	-	-	207	3	28	1	17	4	543	798	90	iron, screw.
695	54,722	Ludworth	-	ditto	-	„	„	London Steam Collier and Coal Company (Limited).			169	8	26	0	14	0	304	448	70	iron, screw.
696	54,725	Mataura	-	ditto	-	„	„	Panama, New Zealand, and Australian Royal Mail Company (Limited).			302	3	35	7	26	1	1,114	1,786	450	iron, screw.
697	54,730	Camilla	-	ditto	-	„	„	London Steam Ship Company (Limited)	-		213	0	28	1	17	4	540	794	98	iron, screw.
698	54,737	Sunda	-	ditto	-	„	„	Peninsular and Oriental Steam Navigation Company.			270	0	33	9	26	8	1,217	1,682	300	iron, screw.
699	54,738	Surat	-	ditto	-	„	„	- - ditto	-	-	316	2	41	3	30	3	1,529	2,578	500	iron, screw.
700	54,742	Taurus	-	ditto	-	„	„	General Steam Navigation Company	-	-	247	0	32	1	15	1	621	838	250	iron.
701	54,745	Anglia	-	ditto	-	„	„	William Watkins	-	-	144	4	22	2	12	4	97	274	140	iron.
702	54,747	Great Yarmouth	-	ditto	-	„	„	Great Eastern Railway Company	-	-	199	9	28	4	17	0	497	731	100	iron, screw.
703	54,748	Kelloe	-	ditto	-	„	„	John Forster	-	-	164	7	28	3	14	9	340	501	70	iron, screw.
704	54,753	Danube	-	ditto	-	„	„	Royal Mail Steam Packet Company	-	-	332	0	34	0	16	7	1,260	2,000	400	iron.
705	11,872	Prince Imperial	-	ditto	-	„	1859	Robert Isaac Brown	-	-	148	6	22	2	9	5	121	192	80	iron.
706	29,921	Benbow	-	ditto	-	„	1865	General Steam Navigation Company	-	-	200	0	29	1	16	8	578	739	120	iron, screw.
707	50,368	Florence	-	ditto	-	„	1864	- - ditto	-	-	262	3	31	2	11	5	469	660	250	iron.
708	54,762	Rosselare	-	ditto	-	„	1866	Alfred D. Lewis and another	-	-	96	4	12	7	7	5	37	59	20	iron.
709	27,917	Cadiz	-	ditto	-	„	1858	John Hall, junior, and another	-	-	196	7	30	1	18	2	603	761	90	iron, screw.
710	54,772	Dagmar	-	ditto	-	„	„	Andrew Leslie	-	-	210	4	28	2	14	9	444	653	90	iron, screw.
711	54,773	Sara	-	ditto	-	„	1863	Benjamin D. Lowe, and another	-	-	173	4	26	3	13	8	317	467	75	iron, screw.
712	49,809	Storm Queen	-	ditto	-	„	1864	Alexander Hunter and others	-	-	158	7	21	9	12	7	219	322	70	iron, screw.
713	54,640	Lord Byron	-	ditto	-	„	1865	James Laing	-	-	200	5	29	4	17	4	589	758	130	iron, screw.
714	56,740	Palmerston	-	ditto	-	„	1866	Alfred R. Fisher and others	-	-	90	0	17	0	9	4	23	95	40	iron.
715	56,741	Thyra	-	ditto	-	„	„	Andrew Leslie	-	-	210	3	28	2	14	9	444	652	90	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
716	52,857	Brazileira	London - 1866	1865	Daniel McGregor	239 4	28 2	11 4	574	912	250	iron.
717	56,746	Thornley	ditto - „	1866	London Steam Collier and Coal Company (Limited).	169 8	26 5	14 0	304	448	70	iron, screw.
718	56,742	Salto	ditto - „	„	London and River Plate Bank (Limited)	165 3	25 0	10 0	210	309	70	iron, screw.
719	56,748	Charles Howard	ditto - „	„	John Ryde and others	205 9	30 1	16 9	511	751	120	iron, screw.
720	48,547	Sea King	ditto - „	1863	John Smith	216 9	32 6	- -	740	1,088	200	screw.
721	56,752	Scanderia	ditto - „	„	Anglo-Egyptian Navigation Company (Limited).	328 6	35 3	25 1	1,348	1,983	200	iron, screw.
722	16,224	Express	Aberystwith 1862	1857	Aberystwith and Cardigan Bay Steam Packet Company.	117 8	19 2	8 0	108	130	32	iron, screw.
723	26,843	Queen of the Isles	ditto - „	1860	W. S. Crealock	116 0	20 4	10 0	106	156	40	steel, screw.
724	48,925	Prince Cadwgan	ditto - 1864	1864	Aberayon Steam Navigation Company (Limited).	109 5	19 0	7 7½	75	111	36	iron, screw.
725	28,993	Aberystwith	ditto - 1865	1861	W. S. Crealock	121 8	17 1	9 1	98	137	40	iron, screw.
726	49,743	James Conley	ditto - „	1864	Thomas Savin	81 8	17 1	9 1	21	72	30	iron.
727	47,428	Elizabeth	ditto - „	1863	- - ditto	118 4	19 9	6 4	87	118	30	iron.
728	29,676	Waterlily	Barnstaple 1863	„	John Dovell, junior	56 4	9 3	5 3	8	15	12	screw.
729	18,755	Tweed	Berwick - 1859	1859	Berwick Harbour Commissioners	74 4	17 1	9 5	11	67	33	
730	26,873	Cumbrian	Boston - „	„	J. H. Thomas and others	83 6	15 9	8 8½	16	66	30	
731	10,933	*Rapid	Bridgwater 1853	1838	Hercules Towells	64 3	14 4	7 9	8	54	31	
732	10,932	*Perseverance	ditto - „	1840	John Towells and another	69 3	16 1	8 0	13	74	36	iron.
733	11,542	Defiance	ditto - 1863	1856	Burnham Tidal Harbour Commissioners	152 3	18 0	8 3	96	150	80	iron.
734	45,599	Petrel	ditto - 1864	1863	G. B. and T. N. Sully	81 5	17 2	9 1	22	70	30	
735	22,090	Heather Bell	ditto - „	1858	Burnham Tidal Harbour Commissioners	135 5	18 1	8 3	95	152	60	iron.
736	7,265	Stella	ditto - 1865	1855	H. P. Langlois and others	74 4	14 7	7 6	11	49	24	
737	47,052	Victor	ditto - „	1863	John Towells and others	90 2	17 5	8 9	22	79	40	
738	29,559	George Reed	ditto - 1866	1866	George Reed	169 3	18 0	7 7	115	170	60	iron, screw.
739	3,826	Wye	Bristol - 1843	1843	John Jones and others	100 1	15 9	7 9	38	83	64	
740	16,309	Fairy Queen	ditto - 1850	1850	John Jones and another	101 4	14 8	7 0	33	57	45	iron, screw.
741	3,085	Juverna	ditto - 1856	1847	Bristol General Steam Navigation Company	190 9	29 9	14 0	272	515	30	iron.
742	3,955	Dart	ditto - „	1849	- - ditto	124 4	18 9	8 5	56	113	58	iron.
743	14,351	Taff	ditto - „	1856	- - ditto	142 2	18 1	8 6	94	148	90	iron.
744	3,808	Princess Royal	ditto - „	1850	- - ditto	125 7	17 4	9 4	69	126	90	iron, screw.
745	15,229	Augusta	ditto - 1857	1857	F. H. Powell and others	144 4	21 4	13 5	189	278	50	iron, screw.
746	15,236	Ely	ditto - „	„	Bristol General Steam Navigation Company	157 0	19 3	9 4	119	189	120	iron.
747	18,580	Clifton	ditto - „	„	J. Nash and others	198 5	24 5	13 8	304	447	100	iron, screw.
748	18,581	Neptune	ditto - „	1844	Bristol General Steam Navigation Company	102 0	19 1	9 8	29	130	80	iron.
749	3,944	Avon	ditto - „	„	New Steam Packet Company	122 5	16 3	8 0	51	103	60	iron, screw.
750	3,947	Severn	ditto - „	„	- - ditto	117 4	16 4	8 0	43	91	50	iron, screw.

751	22,098	Gem	ditto	1858	1858	Harman Visger and others	50	9	10	6	5	5	5	11	17	iron, screw.
752	27,326	Jane	ditto	1859	1859	John Payne	66	8	10	4	5	9	11	27	30	screw.
753	14,368	Atlas	ditto	1860	1854	Bristol General Steam Navigation Company	98	1	17	7	9	8	17	100	70	
754	3,834	Samson	ditto	„	1838	- - ditto	75	9	16	4	8	6	46	74	55	
755	3,835	Hercules	ditto	„	„	- - ditto	71	9	16	6	8	5	37	58	40	
756	3,833	Sampson	ditto	„	1841	- - ditto	82	8	16	8	8	0	43	68	40	
757	3,830	Tiger	ditto	„	„	- - ditto	77	5	16	7	9	4	50	79	45	
758	3,837	Lion	ditto	„	1836	- - ditto	72	8	17	2	8	5	39	61	40	
759	3,832	Royal Albert	ditto	„	1851	- - ditto	83	8	15	9	8	7	37	59	45	
760	3,831	Panther	ditto	„	1847	- - ditto	82	8	16	1	8	3	41	64	45	
761	3,827	Fearless	ditto	„	1853	- - ditto	88	1	18	6	9	5	56	89	45	
762	29,213	Enterprise	ditto	„	1860	S. Steeds and another	84	1	16	0	8	0	70	97	25	iron, screw.
763	26,808	Athlete	ditto	1861	1855	R. C. Rowe and others	159	5	23	4	13	9	255	356	80	iron, screw.
764	29,215	Ajax	ditto	„	1861	Bristol General Steam Navigation Company	98	1	19	1	9	0	49	124	80	iron.
765	29,217	Wye	ditto	„	„	John Jones and others	116	5	17	0	7	0	54	108	50	iron.
766	44,102	Milford	ditto	„	„	Bristol General Steam Navigation Company	91	6	19	2	7	3	68	85	25	iron, screw.
767	44,109	Alarm	ditto	1862	1862	- - ditto	59	3	9	0	7	0	7	21	24	iron, screw.
768	44,110	Dolphin	ditto	„	1861	- - ditto	63	5	11	8	7	7	10	32	30	iron, screw.
769	27,323	Teazer	ditto	„	1853	- - ditto	59	2	7	7	4	5	12	17	14	screw.
770	44,114	Apollo	ditto	„	1862	- - ditto	234	1	26	2	14	2	464	736	250	iron.
771	11,409	Forager	ditto	„	„	John Payne	84	8	18	4	8	2	69	85	16	screw.
772	27,128	Gem	ditto	1863	1858	Leonard Bruton	122	0	18	0	7	8½	63	100	50	iron.
773	2,373	President	ditto	„	1839	J. Habgood, junior	114	4	21	4	11	4	113	179	100	
774	45,374	Relief	ditto	„	1862	Bristol and South Wales Union Railway Company.	117	6	19	6	10	1	94	163	70	iron.
775	44,786	Briton	ditto	1864	„	Bristol General Steam Navigation Company	175	7	24	1	11	6½	188	349	150	iron.
776	17,196	Corsair	ditto	„	1857	John Edwards and others	150	1⅓	22	2½	12	0	179	264	60	iron, screw.
777	45,723	Christopher Thomas	ditto	„	1864	Leonard Bruton	132	0	20	2	8	0	97	159	100	iron.
778	50,343	The Perthshire Lassie	ditto	„	„	Bristol General Steam Navigation Company	124	0	21	0	12	7½	156	230	50	iron, screw.
779	19,778	Effort	ditto	„	„	R. C. King	84	2	18	6	8	9	73	91	15	screw.
780	45,725	Emma	ditto	„	1862	John Payne	52	8	11	1	6	3	7	22	20	iron, screw.
781	45,728	Calypso	ditto	1865	1865	Bristol General Steam Navigation Company	181	8	25	2	14	0	336	495	91	iron, screw.
782	45,729	Merrimac	ditto	„	1859	C. J. King	84	2	18	6	8	9	73	91	15	screw.
783	16,319	Alma	ditto	„	1855	R. C. King	107	8	18	1	7	1	82	104	16	iron, screw.
784	52,651	Rosetta	ditto	1866	1865	Bristol General Steam Navigation Company	220	4	26	0	11	4	345	548	200	iron.
785	45,659	Undine	ditto	„	1866	- - ditto	116	5	19	5	8	9	85	137	40	iron, screw.
786	53,182	Niger	ditto	„	„	Anthony Hutton	107	2	17	4	9	3	69	128	60	iron.
787	10,191	*Vesta	Caernarvon	1848	1848	Lord Newborough	114	0	20	4	12	2	88	175	70	
788	12,377	*Victoria	ditto	1854	1854	F. A. Tampler	53	3	8	6	4	9	11	18	40	
789	28,619	Wave of Life	ditto	1862	1860	Portmadoc Steam Tug Company	87	1	16	9	9	3	22	77	35	
790	27,733	Rebecca	ditto	1864	1859	Caernarvonshire and Merionethshire Steam Ship Company (Limited).	136	2	19	1	10	4	138	203	40	iron, screw.
791	10,689	*Cardiff Castle	Cardiff	1847	1847	Cardiff Steam Tug Company	76	9	17	0	10	0	22	91	60	
792	10,694	*Christina Sinclair	ditto	1850	1845	- - ditto	77	0	15	2	9	0	25	60	45	
793	12,599	Storm King	ditto	1860	1857	Thomas Elliott and another	92	0	17	9	9	0	17	91	55	
794	27,204	Black Eagle	ditto	„	1847	- - ditto	90	8	19	0	9	9	23	102	80	
795	28,149	Velindra	ditto	1861	1860	Cardiff Steam Navigation Company	158	4	19	1	9	1	125	198	100	
796	19,374	Lady Bute	ditto	„	1857	R. H. Michell	74	0	16	7	9	2	15	64	50	
797	18,876	Night Watch	ditto	„	1859	Thomas Elliott	83	7	16	9	9	1	13	72	35	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
798	26,746	Taff	Cardiff - 1862	1841	James Ware	82 1	18 5	6 9	62	81	25	iron, screw.
799	21,276	Gleaner	ditto - „	1858	John Brown and others	71 0	14 0	7 0	9	42	20	
800	29,101	Rifleman	ditto - 1863	1860	D. Guy and others	77 5	15 2	8 3	13	53	28	
801	28,339	Tubal Cain	ditto - „	„	N. Strong and others	74 0	16 3	8 4	16	57	25	
802	27,059	Swift	ditto - „	1841	William Perch	95 2	17 9	6 6	63	82	23	iron, screw.
803	28,864	Gratitude	ditto - „	1860	Neath and Briton Ferry Steam Towing Company.	78 2	16 5	8 8	13	69	36	
804	28,575	John Bull	ditto - „	„	William Gwynn and another	75 3	15 4	8 0	16	54	20	
805	21,742	Vanguard	ditto - 1864	1858	Nicolas Strong and others	85 8	16 0	9 0	7	72	31	
806	16,689	United States	ditto - „	1856	Cardiff and Penarth Steam Towing Company (Limited).	82 6	18 3	10 0	4	98	60	
807	18,587	Iron Duke	ditto - „	1857	- - ditto	112 2	18 0	9 0	47	121	100	iron.
808	19,373	Marquis	ditto - „	1855	- - ditto	94 5	18 5	9 0	12	100	80	iron.
809	19,371	Ely	ditto - „	1858	- - ditto	80 4	16 0	9 0	9	69	35	iron.
810	18,589	Pilot	ditto - „	1857	- - ditto	96 5	18 0	10 4	15	109	60	iron.
811	20,139	Nimrod	ditto - „	„	Thomas Tucker and others	85 1	17 2	9 1	13	73	40	
812	49,747	Bob Chambers	ditto - „	1864	Peter Gibbs and others	90 2	18 9	9 2	28	85	40	
813	10,690	William	ditto - „	1847	Cardiff and Penarth Steam Towing Company (Limited).	78 4	16 0	8 0	14	58	45	
814	10,186	Sir Isaac Newton	ditto - 1865	1853	Joseph Hazell	83 3	16 2	9 4	20	69	38	
815	50,434	Kate	ditto - „	1865	Cardiff Steam Navigation Company	74 7	13 8	5 7	21	40	20	iron.
816	51,359	Llandaff	ditto - „	„	Alexander Dalziel and others	152 6	24 3	14 5	311	411	65	iron, screw.
817	49,761	Bob Chambers	ditto - „	„	Peter Gibbs and others	95 8	18 4	9 6	33	93	50	
818	50,436	Cardiff Castle	ditto - 1866	1865	Cardiff and Penarth Steam Towing Company (Limited).	77 6	16 3	7 3	18	62	35	iron and wood.
819	51,380	Fairwater	ditto - „	„	Henry Vellacott and others	148 8	24 6	14 6	261	384	65	iron, screw.
820	28,027	Daisy	ditto - „	1859	Thomas Tucker and another	70 6	14 1	7 7	11	42	24	
821	50,440	Joseph Hazell	ditto - „	1866	Joseph Hazell	92 0	18 3	9 0	25	88	50	
822	49,752	Lightning	ditto - „	1864	Charles O. Rundle and another	90 2	18 4	9 18	27	85	40	
823	29,727	Robert Burns	ditto - „	1861	- - ditto	71 4	16 7	9 1	22	71	29	
824	19,200	Pleiades	ditto - „	1858	Richard Morgan and another	84 3	17 1	8 9	16	78	40	iron.
825	54,828	John and James	ditto - „	1866	Robert Lee and others	76 0	16 6	8 6	45	58	27	
826	55,202	St. Vincent	ditto - „	„	James Ware	99 3	19 0	7 5	78	115	40	iron, screw.
827	55,204	Earl of Zetland	ditto - „	„	William Henry Martin	80 1	16 5	9 3	15	69	40	
828	16,212	Silloth	Carlisle - 1856	1856	Richard Hodgson and others	154 4	21 3	11 9	199	292	68	iron, screw.
829	12,636	Cumbria	ditto - 1862	1854	Silloth Bay Steam Navigation Company (Limited).	182 0	22 7	12 5	306	383	70	iron, screw.
830	3,053	Ariel	ditto - „	1847	North British Railway Company	173 3	23 8	13 2	206	417	190	iron.
831	45,604	Arabian	ditto - 1863	1863	Richard Hodgson and others	87 6	18 2	9 5	27	89	36	

833	19,075	Carham	ditto	„	„	Richard Hodgson and others	141	8	20	5	8	5	105	159	60	iron.
834	19,076	Waverley	ditto	1865	1865	North British Railway Company	222	2	26	8	13	6	379	593	280	iron.
835	19,077	Kittiwake	ditto	1866	1866	Robert Hodgson and others	160	0	22	3	12	1	226	321	80	iron, screw.
836	27,009	*Cymro	Chester	1848	1848	Great Western Railway Company	74	9	14	9	7	9	36	70	33	
837	27,018	*Test	ditto	1853	1853	- - ditto	76	8	15	2	8	8	23	73	32	
838	27,003	Hibernia	ditto	1854	1847	London and North Western Railway Company	197	3	25	6	14	1	382	606	370	iron.
839	24,205	*Royal Victoria	ditto	1855	1838	James Johnson	106	8	14	1	7	3	54	96	65	iron.
840	23,183	Sea Nymph	ditto	1857	1845	London and North Western Railway Company	206	3	28	8	15	6	248	608	350	iron.
841	7,897	Telegraph	ditto	„	1853	- - ditto	244	6	28	3	15	0	375	766	440	iron.
842	8,659	Cambria	ditto	1860	1848	- - ditto	244	4	27	4	14	6	469	744	400	iron.
843	28,050	Admiral Moorsom	ditto	1861	1860	- - ditto	219	0	30	0	15	1	463	735	400	iron.
844	52,642	John Taylor	ditto	1866	1866	Isaiah Borth	139	0	18	5	10	0	159	20	40	iron, screw.
845	21,260	*Premier	Clay	1838	1837	R. Marriott and others	63	4	14	0	7	7	12	49	30	iron.
846	21,221	*Economy	ditto	1853	1838	James Chapman and others	62	1	13	8	7	6	18	50	25	
847	19,583	Valetta	Cowes	1859	1855	Louis Twysden	104	3	12	5	6	8	33	58	35	iron.
848	29,096	Victoria	ditto	1861	1860	Thomas Davis and another	63	3	13	2	5	6	23	36	16	iron.
849	17,597	Fire Fly	ditto	„	1857	Sir Henry Oglander, Bart.	107	9	21	3	11	3½	124	159	—	
850	24,483	Gareloch	ditto	1863	1855	Isle of Wight Ferry Company	146	2	14	0	6	4½	42	66	50	iron.
851	45,569	Campanera	ditto	„	1863	Sir J. B. Guest, Bart.	109	0	21	1	11	0	83	125	35	screw.
852	28,099	Nora Creina	ditto	1864	1859	David Gamble	89	0	16	0	8	3	38	69	16	iron, screw.
853	17,881	Dartmouth	Dartmouth	1856	1856	R. M. Mortimore	85	3	12	0	5	4	31	42	20	iron.
854	17,882	Louisa	ditto	„	„	Dartmouth Steam Packet Company (Limited)	90	2	9	1	3	6	22	35	10	iron.
855	17,886	Kingsbridge Packet	ditto	1857	1857	Robert Hurrell and others	77	8	18	9	8	3	43	69	32	
856	2,124	Pilot	ditto	1858	1852	Dartmouth Steam Packet Company (Limited)	84	8	17	9	9	5	26	101	49	
857	29,516	Queen	ditto	1861	1860	John May and others	59	3	11	6	4	2	11	18	10	
858	47,881	Newcomin	ditto	1864	1864	Dartmouth Steam Packet Company (Limited)	108	0	12	0	3	7	31	47	20	iron.
859	47,884	Eclair	ditto	1865	1865	- - ditto	159	8	20	2	8	5	130	210	120	iron.
860	16,777	Ondine	Dover	1856	1847	J. S. Forbes	151	0	19	1	10	3	79	160	68	iron.
861	44,922	Engineer	ditto	1863	1860	J. Penn	89	9	13	6	6	3	22	40	24	iron.
862	44,923	Palmerston	ditto	1864	1864	Dover Harbour Board	96	5	18	0	9	4	55	109	60	iron.
863	2,489	Haswell	Exeter	„	1848	John Holman and others	79	0	17	0	8	7	13	70	45	
864	11,412	*Sydney	Falmouth	1848	1841	Richard Taylor, jun.	80	7	15	5	9	0	14	80	45	
865	45,224	Dandy	ditto	1863	1863	E. Handcock	105	9	19	1	9	0	49	126	60	iron.
866	45,228	Briton	ditto	„	1861	H. Fox and another	79	0	26	8	8	0	50	139	60	iron, screw.
867	45,230	Pendennis	ditto	„	1863	R. Taylor	79	4	16	9	8	9	20	73	40	iron.
868	27,146	Lioness	ditto	1865	1858	W. G. Geach and another	80	2	16	3	8	0	18	60	30	
869	53,183	Dolphin	ditto	1866	1866	William W. Jewell and others	66	1	14	1	7	7	28	42	50	iron, screw.
870	7,543	*Venus	Faversham	1844	1844	G. Hilton and others	54	8	10	4	6	6	10	28	16	
871	44,097	Ajax	ditto	1862	1862	C. J. Hilton and others	56	8	13	7	7	6	13	46	25	iron.
872	22,656	Prince Patrick	Fleetwood	1859	1856	James Holme and others	231	2	25	2	14	7	340	622	150	iron.
873	45,341	Wyre	ditto	1862	1862	H. W. Wickham and others	117	7	20	2	8	9	106	165	70	iron.
874	17,039	Ocean Bride	ditto	1865	1853	George Wilson and another	70	5	14	9	7	0	17	41	30	
875	27,320	Prince Alfred	ditto	1866	1861	Frederick Kemp and others	227	2	28	2	15	7	469	745	340	
876	17,252	Royal Consort	ditto	„	1844	Frederick Kemp	238	7	29	1	16	6	423	777	300	
877	17,413	Columbine	Gainsborough	1843	1843	Gainsborough United Steam Packet Company	113	0	15	0	8	0	56	85	40	
878	17,412	*Harlequin	ditto	1853	1848	- - ditto	116	9	14	9	7	7	74	103	40	iron.
879	17,411	*Atalanta	ditto	„	1851	- - ditto	121	0	15	0	7	7	72	101	40	iron.
880	17,427	Ant	ditto	1856	1856	William Furley and another	72	7	12	5	4	6	24	36	14	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
881	12,422	Sea Nymph	Gainsborough	1857	1851	George Cross	126 6	18 6	10 4	103	151	40	screw.
882	17,430	Bee	ditto	1858	1858	W. C. Farley and others	92 6	15 6	7 0	48	78	20	
883	10,167	Fury	ditto	1859	1854	R. G. Rainforth	73 9	15 6	7 9	19	46	30	
884	17,431	Isle of Axholme	ditto	1860	1860	Gainsborough United Steam Packet Company	130 0	16 1	7 0	57	91	40	iron.
885	44,918	Lynx	ditto	1866	1866	Richard R. Dixon	77 8	12 0	6 1	18	29	16	iron and wood, twin screw.
886	44,919	Scarborough	ditto	„	„	Gainsborough United Steam Packet Company	149 8	18 0	7 4	101	142	52	iron.
887	12,345	*Clara	Gloucester	1846	1842	H. Southan	85 6	12 5	6 5	34	51	24	
888	20,894	Kilmun	ditto	1859	1859	David Napier	137 0	15 0	8 0	40	106	80	iron, screw.
889	27,876	Edmund Ironsides	ditto	1860	1860	John Markham	89 7	19 2	7 4	64	94	20	iron, screw.
890	29,752	Bee	ditto	1861	1859	Richard Rice	64 4	12 3	2 4	13	18	12	iron.
891	43,668	Ware	ditto	„	„	J. G. Francillon and another	86 9	11 3	5 9	29	44	15	iron, screw.
892	43,669	Lapwing	ditto	„	1853	- - ditto	64 8	9 4	5 4	13	20	10	iron, screw.
893	54,556	La Belle Marie	ditto	1866	1866	Edward Charles Rudge	65 6	12 1	6 1	16	31	16	screw.
894	11,356	*Judith	Goole	1849	1847	John Pilkington	61 3	13 6	7 6	12	44	18	
895	18,064	Empress	ditto	1856	1856	J. Empson and others	114 1	12 9	5 9	43	68	24	iron.
896	20,196	Contest	ditto	1857	1857	William France and others	154 3	21 2	12 5	188	277	50	iron, screw.
897	28,582	Tynemouth	ditto	1861	1860	William Turgoose and others	82 5	16 4	8 8	22	69	28	
898	29,206	Uncle Sam	ditto	„	1861	George Jackson and others	83 4	15 9	8 9	25	70	35	
899	44,026	Her Majesty	ditto	1862	1860	Joseph Rowbottom and others	129 1	12 3	6 3	66	82	24	iron.
900	22,937	Emily	ditto	„	1855	William France and others	133 5	20 6	12 1	152	224	30	iron, screw.
901	47,117	Aunt Alice	ditto	1863	1863	G. Jackson and another	82 6	17 1	8 7	22	46	35	
902	28,745	Londos	ditto	„	1860	Gool Steam Shipping Company (Limited)	159 2	22 7	9 8	229	286	45	iron, screw.
903	28,088	Colletis	ditto	„	1856	- - ditto	159 4	23 2	13 0	216	318	60	iron, screw.
904	17,871	Killarney	ditto	1865	„	- - ditto	148 5	21 9	11 4	191	281	70	iron, screw.
905	18,248	Resolute	ditto	„	1857	William France and others	150 8	20 8	4 8	185	249	40	iron, screw.
906	50,423	John Wells	ditto	„	1865	Gool Steam Shipping Company (Limited)	191 7	21 3	12 4	297	393	120	iron, screw.
907	47,819	Walter Stanhope	ditto	„	1863	- - ditto	185 9	25 2	12 5	270	387	140	iron, screw.
908	16,283	Dera	ditto	1866	1857	- - ditto	133 0	21 5	11 7	169	248	40	screw.
909	54,505	William Coulman	ditto	„	1866	- - ditto	180 4	24 1½	12 8	277	406	75	iron, screw.
910	48,717	Annie	ditto	„	1864	- - ditto	188 2	20 0	12 8	330	430	110	steel.
911	49,785	Prudhoe	ditto	„	1866	William Turgoose and others	88 2	18 1	9 3	30	88	37	
912	17,761	*Endeavour	Grimsby	1851	1835	J. D. Battersby	64 0	13 6	7 8	21	54	27	
913	10,686	*Tyro	ditto	1854	1838	R. H. Mitchell	63 7	14 0	8 8	17	55	22	
914	11,126	Eugenie	ditto	1856	1856	Manchester, Sheffield, and Lincolnshire Railway Company.	173 5	26 8	14 0	370	488	80	iron, screw.
915	16,633	Albert	ditto	„	„	- - ditto	175 5	27 8	15 1	339	499	80	iron, screw.
916	16,670	Lord Alb	ditto	1857	1857	- - ditto	188 5	24 8	13 0	296	435	80	iron, screw.

917	18,881	Grimsby - - -	ditto	- „	„	- - ditto - - - - - - -	208	9	28	5	16	0	443	651	100	iron, screw.
918	7,700	Wilberforce - -	ditto	- 1859	1846	John Sharrah - - - - - -	76	2	16	8	9	0	12	61	40	
919	5,380	Lord Cardigan -	ditto	- 1860	1855	Manchester, Sheffield, and Lincolnshire Railway Company.	170	0	26	8	15	0	377	472	80	iron, screw.
920	53,443	Wilberforce - -	ditto	- 1866	1865	Edward Bannister and another - - -	89	4	18	8	9	4	31	91	35	
921	54,805	Lincoln - - -	ditto	- „	1866	Manchester, Sheffield, and Lincolnshire Railway Company.	198	2	26	5	14	6	445	557	120	iron, screw.
922	54,806	Leeds - - -	ditto	- „	„	- - ditto - - - - - - -	176	2	24	3	12	0	275	377	100	iron, screw.
923	54,808	Wakefield - -	ditto	- „	„	- - ditto - - - - - - -	200	5	26	5	14	5	477	589	120	iron, screw.
924	54,809	Bradford - -	ditto	- „	„	- - ditto - - - - - - -	176	2	24	3	12	0	274	376	100	iron, screw.
925	56,003	Loreley - - -	ditto	- „	„	Edward J. Hough and others - - -	164	6	22	5	14	1	285	418	50	iron, screw.
926	56,006	Warrior - - -	ditto	- „	„	Thomas Oates and others - - - -	75	1	16	8	8	6	12	63	40	
927	50,296	Sheffield - - -	ditto	- „	1864	Manchester, Sheffield, and Lincolnshire Railway Company.	245	0	26	8	12	2	353	560	100	iron.
928	50,333	Stockport - -	ditto	- „	1866	- - ditto - - - - - - -	249	5	31	3	11	1	618	981	250	steel and iron.
929	29,476	Golden Horn - -	Hartlepool	1865	1865	John P. Denton and others - - -	230	4	31	9	23	9	847	1,188	150	iron, screw.
930	51,378	Levant - - -	ditto	- „	„	- - ditto - - - - - - -	209	0	28	7	16	3	569	723	100	iron, screw.
931	5,150	Zingari - - -	Hartlepool West	1860	1854	W. S. Leng and another - - - -	157	0	25	0	12	3	233	342	70	
932	26,103	Ranger - - -	ditto	- „	1848	R. S. Jackson and others - - - -	80	8	17	0	9	4	16	76	35	
933	26,102	William Charles -	ditto	- „	1852	- - ditto - - - - - - -	83	8	17	3	8	1	19	77	40	
934	5,112	John Bull - -	ditto	- „	1854	- - ditto - - - - - - -	77	0	18	0	9	1	10	75	40	
935	26,146	West Dock - -	ditto	- 1861	1849	R. W. Jackson and others - - - -	78	9	17	2	8	0	10	64	35	
936	28,289	Conqueror - -	ditto	- „	1861	W. C. Ward Jackson - - - - -	107	0	20	4	10	2	56	144	60	iron.
937	26,679	Prompt - - -	ditto	- 1863	1853	W. S. Leng and another - - - -	201	0	25	0	14	0	344	506	160	iron, screw.
938	19,139	Greatham Hall -	ditto	- „	1856	M. Pearse and others - - - -	194	9	27	2	16	1	462	584	90	iron, screw.
939	12,899	Iron Era - - -	ditto	- „	„	- - ditto - - - - - - -	176	3	27	3	14	0	402	494	80	iron, screw.
940	49,804	Island Queen - -	ditto	- 1864	1864	W. G. Bennett and another - - -	159	6	22	8	12	8	258	319	50	iron, screw.
941	49,810	George Pyman -	ditto	- 1865	1865	George Pyman - - - - - -	199	6	27	9	15	3	485	610	90	iron, screw.
942	1,159	Coral Queen - -	ditto	- „	1846	C. W. Webster - - - - - -	236	9	26	2	16	6	645	856	90	iron, screw.
943	23,850	Danish Queen - -	ditto	- „	1855	P. Mackinnon and another - - - -	209	0	28	5	15	0	767	956	100	iron, screw.
944	5,151	May Queen - -	ditto	- „	1854	T. A. Woods and another - - - -	208	0	25	5	13	9	477	576	90	iron, screw.
945	12,889	Gipsey Queen - -	ditto	- 1866	1856	Thomas W. Bulman - - - - -	207	1	26	3	15	7	455	670	100	iron, screw.
946	18,622	Leipzig - - -	ditto	- „	1849	James Park and another - - - -	179	5	26	4	16	3	452	591	70	iron, screw.
947	12,885	Gitana - - -	ditto	- „	1855	Pile, Spence, and Company (Limited) - -	203	8	26	1	14	7	396	582	100	iron, screw.
948	50,102	Drover - - -	ditto	- „	1864	William G. Bennett and another - - -	243	2	25	7	17	3	556	786	200	iron.
949	54,566	Delta - - -	ditto	- „	1865	Robert Harrowing - - - - -	243	5	29	6	21	9	1,002	1,227	130	iron, screw.
950	54,567	Murton - - -	ditto	- „	1866	Christopher M. Webster - - - -	158	2	25	3	12	7	283	416	70	iron, screw.
951	29,737	Bride - - -	Hayle	- 1864	1863	William Harvey - - - - -	163	7	23	1	12	0	211	286	100	iron, screw.
952	49,984	Bessie - - -	ditto	- 1865	1865	- - ditto - - - - - - -	131	9	25	9	13	1	250	287	20	iron, screw.
953	–	*Shannon - - -	Hull	- 1846	1846	Wakefield Pim - - - - - -	70	0	15	1	9	0	9	82	–	
954	13,594	*Emperor - - -	ditto	- 1849	1849	William Liddle and others - - - -	241	4	31	3	19	6	914	1,320	450	
955	7,563	*Manchester - -	ditto	- „	„	Manchester, Sheffield, and Lincolnshire Railway Company.	164	9	22	4	9	6	174	291	150	
956	7,564	*Sheffield - - -	ditto	- 1850	„	- - ditto - - - - - - -	160	8	21	9	9	1	244	244	150	
957	16,836	*Black Eagle - -	ditto	- 1851	1851	Drogheda Steam Packet Company - -	76	6	16	5	9	6	33	90	48	iron.
958	12,487	*Fairy - - -	ditto	- „	„	H. H. Cook and others - - - -	113	2	17	6	10	5	111	164	60	iron, screw.
959	5,386	*Falcon - - -	ditto	- 1854	1854	John Lumsdend - - - - -	121	5	23	2	14	2	347	477	130	iron, screw.
960	7,699	*Pilot - - -	ditto	- 1855	1855	W. Shearsmith, senior - - - -	69	5	13	8	8	1	18	54	28	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
961	5,563	Martlet	Hull - 1855	1855	John Lumsden and others	149 7	20 2	11 0	170	250	50	iron, screw.
962	5,358	Prince	ditto „	1849	- - ditto	169 9	28 0	10 0	291	379	100	iron.
963	14,981	St. Petersburg	ditto - 1856	1856	William Bayley and others	188 7	26 6	15 7	461	579	70	iron, screw.
964	12,705	Diana	ditto - 1857	1840	Hull Fishing Company (Limited)	117 1	29 0	17 0	292	355	40	iron.
965	18,159	Tiger	ditto „	1857	John Lumsden and others	213 4	27 0	16 0	443	651	170	iron, screw.
966	20,263	Swallow	ditto „	„	C. H. A. Wilson	172 0	21 2	12 6	217	319	70	iron, screw.
967	20,634	Leopard	ditto - 1858	1858	John Lumsden and others	223 1	28 0	16 0	500	735	170	iron, screw.
968	20,635	Bolderaa	ditto „	„	C. M. and J. F. Norwood	187 0	26 0	14 0	443	535	70	iron, screw.
969	16,152	Sampson	ditto „	1846	James Swallow and others	71 0	15 2	18 1	21	61	39	
970	22,139	James Watt	ditto „	1858	Stephen Gray	80 0	17 2	9 0	15	76	40	iron.
971	10,175	British Hero	ditto „	1848	Robert Teall	84 6	17 8	9 0	12	75	45	
972	5,352	Scandanavian	ditto „	1852	Thomas Wilson	186 5	26 0	13 9	323	475	98	iron, screw.
973	26,881	Powerful	ditto „	1857	Hull Dock Company	107 0	16 2	8 0	53	119	80	iron.
974	27,023	Zebra	ditto - 1859	1859	John Lumsden	196 0	26 5	14 9	426	542	80	iron, screw.
975	5,318	Emerald Isle	ditto „	1835	William Liddle and another	172 5	29 2	14 0	368	473	150	iron, screw.
976	11,526	Sultana	ditto „	1856	- - ditto	18 0	26 0	14 0	415	584	60	iron, screw.
977	27,567	Cossack	ditto „	1859	William Bailey and another	218 7	29 4	17 5	768	900	150	iron, screw.
978	27,965	Minister Thorbecke	ditto „	1853	Thomas Voase	139 3	22 3	10 0	175	258	60	screw.
979	5,362	Secret	ditto - 1860	1847	Louis Kupling	182 4	23 0	12 9	321	392	50	iron, screw.
980	28,353	Argo	ditto „	1860	Thomas Wilson	210 0	27 0	16 2	482	709	120	iron, screw.
981	5,353	Humber	ditto „	1854	Thomas Wilson and another	211 0	26 2	14 2	465	576	90	iron, screw.
982	15,245	Mary Ann	ditto „	1832	R. L. Wood	57 0	13 3	7 2	12	36	15	
983	28,264	Pacific	ditto „	1860	H. D. Wilson	203 8	27 2	16 5	575	688	80	iron, screw.
984	28,268	Hecla	ditto „	„	W. W. F. Hay	84 0	17 3	9 2	19	76	36	
985	28,262	Rob Roy	ditto - 1861	1847	Stephen Gray	72 9	15 0	8 2	37	58	28	
986	29,316	Albion	ditto „	1861	Thomas Wilson and others	245 2	29 0	17 0	769	900	120	iron, screw.
987	4,912	Fletcher's Despatch	ditto „	1839	Henry Booker	67 4	15 7	8 4	15	55	28	
988	42,527	Oder	ditto „	1861	Thomas Wilson	200 0	27 5	15 0	556	694	100	iron, screw.
989	42,530	Octa	ditto „	„	C. M. Norwood and others	186 7	27 2	14 5	464	568	70	iron, screw.
990	27,027	Harlequin	ditto „	1854	C. M. Lofthouse and others	198 8	24 5	12 6	334	441	85	iron, screw.
991	43,811	Panther	ditto - 1862	1861	John Lumsden and others	208 2	27 7	14 3	564	684	80	iron, screw.
992	7,642	George and Jane	ditto „	1833	Stephen Gray	62 5	12 0	5 8	15	30	14	
993	45,086	Ouse	ditto „	1862	C. H. Wilson	214 3	28 8	14 8	601	725	100	iron, screw.
994	45,087	Speedwell	ditto „	„	William Rawson and another	100 4	16 4	8 0	81	98	25	iron, screw.
995	45,089	Flora	ditto „	„	Thomas Gray	62 5	12 0	5 8	15	30	14	
996	45,096	Jutland	ditto „	1844	Bailey and Leetham	174 0	21 6	11 8	269	343	50	iron, screw.
997	45,106	Dido	ditto „	1862	C. H. and Arthur Wilson	278 0	30 4	21 0	1,125	1,323	150	iron.
998	27,919	Cronstadt	ditto - 1863	1859	T. J. Dobson	149 4	21 6	12 0	231	293	45	iron, screw.
999	28,378	Zaimis	ditto „	1860	W. Rawson and another	155 7	22 6	9 8	189	265	45	iron, screw.

1,000	47,913	Joseph Somes	ditto	„	1863	W. Bronn and others	198	5	28	0	16	0	646	770	90	iron, screw.
1,001	5,347	Queen of Scotland	ditto	„	1827	C. Mantle and others	166	0	26	0	16	0	421	583	150	
1,002	43,937	Albert	ditto	„	1856	G. Lawson and another	178	0	25	7	12	6	287	384	97	iron, screw.
1,003	22,830	Pacha	ditto	1864	1855	C. W. M. Liddell and another	190	4	26	2	14	6	536	630	60	iron, screw.
1,004	47,921	Ems	ditto	„	1857	C. H. Knapp	136	2	19	2	10	2	158	201	40	iron, screw.
1,005	28,807	Cuirassier	ditto	„	1860	William Rawson and another	90	2	19	6	8	2	91	110	70	steel, screw.
1,006	45,119	Princess Alexandra	ditto	„	1856	William Bailey and others	203	1	25	0	14	0	428	521	90	iron, screw.
1,007	47,926	Swilly	ditto	„	1849	Edward Leetham	82	2	20	1	7	6	55	89	26	iron.
1,008	27,924	Smyrna	ditto	„	1859	T. S. Carroll	176	4	24	6	12	0	294	371	50	iron, screw.
1,009	47,935	Sappho	ditto	„	1864	Arthur Wilson and another	234	1	30	6	19	0	895	1,102	120	iron, screw.
1,010	47,938	Sylph	ditto	„	„	George Fleming	211	4	24	3	8	8	288	379	135	iron.
1,011	47,940	Viceroy	ditto	„	1862	William Liddell and others	220	2	29	0	16	0	672	823	90	iron, screw.
1,012	48,511	Marshland	ditto	„	1863	A. W. H. Brym and another	166	3	22	5	11	1	260	327	50	iron, screw.
1,013	51,226	Norfolk	ditto	1865	1865	William Bailey and another	241	5	31	0	20	2	1,064	1,259	110	iron, screw.
1,014	51,231	Fruiterer	ditto	„	„	Lobster and Salmon Fishing Company (Limited).	104	5	18	1	8	4	95	126	35	iron, screw.
1,015	6,910	Aberdeenshire	ditto	„	1855	William Rawson and another	136	3	20	4	12	0	150	220	50	iron, screw.
1,016	5,348	Irwell	ditto	„	1859	J. R. and C. L. Ringrose	193	2	26	2	15	5	467	589	90	iron, screw.
1,017	14,988	Sea Horse	ditto	„	1856	- - ditto	198	5	26	4	13	5	335	493	120	iron, screw.
1,018	17,710	Sea Gull	ditto	„	1848	J. R. and C. L. Ringrose and another	212	2	28	6	14	0	356	565	240	iron.
1,019	5,526	Alert	ditto	„	1855	J. R. and C. L. Ringrose	176	0	21	4	10	8	260	322	60	iron, screw.
1,020	51,240	Hollander	ditto	„	1846	- - ditto	150	4	19	2	10	5	156	226	60	iron.
1,021	5,387	Helen M'Gregor	ditto	„	1843	Thomas Thompson and others	218	4	26	2	16	0	504	665	230	iron.
1,022	17,705	Swanland	ditto	„	1851	J. R. and C. L. Ringrose	206	5	25	8	13	3	381	560	100	iron, screw.
1,023	51,245	Hull	ditto	„	1865	William Bronn and others	206	6	28	7	15	9	657	791	90	iron, screw.
1,024	21,746	Lightening	ditto	„	1858	R. G. Rainforth	82	5	17	0	9	1	12	71	35	
1,025	51,244	Lion	ditto	„	1865	John Lumsden and others	221	4	29	2	15	6	747	904	110	iron, screw.
1,026	51,247	Czar	ditto	„	1857	William Rawson and another	199	3	26	5	12	2	404	488	80	iron, screw.
1,027	5,489	Artemis	ditto	„	1865	W. C. J. F. Good and others	179	7	27	8	14	6	472	558	90	iron, screw.
1,028	51,250	Apollo	ditto	„	„	C. H. and A. Wilson	251	6	32	1	20	5	1,124	1,336	150	iron, screw.
1,029	51,249	Ariel	ditto	„	„	James Leetham and others	168	6	23	1	12	8	292	377	45	iron, screw.
1,030	53,264	Nile	ditto	„	„	J. A. Dunkerley and others	211	9	29	5	16	2	725	868	90	iron, screw.
1,031	53,263	Calypso	ditto	„	„	C. H. and A. Wilson	251	6	32	1	20	5	1,124	1,336	150	iron, screw.
1,032	53,266	Milo	ditto	„	„	Arthur Wilson and others	212	0	29	2	16	2	638	794	98	iron, screw.
1,033	53,268	Neva	ditto	„	„	J. A. Dunkerley and others	212	1	29	1	16	2	725	868	90	iron, screw.
1,034	437	European	ditto	„	1851	J. R. and C. L. Ringrose	171	3	24	9	14	4	318	440	140	iron, screw.
1,035	53,271	Yorkshire	ditto	„	1865	William Bailey and another	239	4	29	7	18	7	1,006	1,178	120	iron, screw.
1,036	53,276	Bravo	ditto	1866	1866	Charles H. Wilson and others	212	0	29	2	16	2	640	795	98	iron, screw.
1,037	25,048	Despatch	ditto	„	1855	William H. H. Hutchinson	190	4	25	1	14	7	346	508	96	iron, screw.
1,038	25,137	Alster	ditto	„	1854	George W. M. Liddell and another	213	5	25	7	14	6	475	594	120	iron, screw.
1,039	5,364	Hawk	ditto	„	1855	John R. Ringrose and another	181	0	25	3	12	6	260	383	100	iron, screw.
1,040	53,283	Hero	ditto	„	1866	Charles H. Wilson and another	229	3	30	6	20	8	819	1,028	150	iron, screw.
1,041	50,369	Edith	ditto	„	1864	George Lawson	218	5	25	2	12	4	387	542	150	iron, screw.
1,042	53,292	Bride	ditto	„	1866	William Brown and others	210	6	30	1	15	9	761	887	90	iron, screw.
1,043	29,793	Baron Hambro	ditto	„	1861	Charles H. Wilson and another	182	0	25	1	14	5	360	490	70	
1,044	53,300	Vine	ditto	„	1866	Edward Leetham and others	185	4	25	1	14	0	460	546	60	iron, screw.
1,045	56,222	Dagmar	ditto	„	„	William Winteringham and others	175	5	25	1	14	0	437	520	60	iron, screw.
1,046	4,736	Norfolk	ditto	„	1864	James Wells	150	5	21	4	9	7	148	234	120	iron.
1,047	47,919	Herald	ditto	„	1857	Louis Kühling and another	211	4	26	3	15	3	564	696	90	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. *10ths.*	*Feet.* *10ths.*	*Feet.* *10ths.*				
1,048	56,229	Lion	Hull - 1866	1866	William Thompson	99 4	17 6	8 4	82	120	25	iron, screw.
1,049	47,631	Forest Queen	ditto - „	1863	William Rawson and another	171 4	24 7	12 0	289	369	80	iron, screw.
1,050	56,230	Columbine	ditto - „	1866	Richard Glover and another	195 9	28 1	16 2	499	733	90	iron, screw.
1,051	15,244	Peep o'Day Boy	ditto - „	1848	Henry Booker and another	64 1	14 8	6 8	15	44	20	
1,052	56,231	Tiger	ditto - „	1866	William Thompson	99 5	17 4	8 4	82	120	25	iron, screw.
1,053	10,550	Arasces	ditto - „	1855	Charles Earle and another	251 5	32 0	21 1	978	1,057	120	iron, screw.
1,054	48,519	Echo	ditto - „	1866	Charles H. Wilson and another	189 1	27 5	16 3	439	645	90	iron, screw.
1,055	10,181	Lass o'Gowrie	ditto - „	1855	Wilkinson Shearsmith	74 9	16 0	8 1	14	54	26	
1,056	21,290	Edward Hawkins	ditto - „	1858	Thomas Hodson and others	227 5	32 0	17 0	798	968	90	iron, screw.
1,057	20,553	*Atalanta	Ipswich - 1854	1841	Eastern Counties Railway Company	104 4	14 3	6 8	50	72	34	iron.
1,058	18,294	*Prince	ditto - „	1852	- - ditto	100 8	13 3	7 1	48	72	36	
1,059	29,851	Queen of the Thames	ditto - 1861	1861	Waterman's Steam Packet Company	158 0	19 0	8 2	100	143	80	
1,060	15,645	Metis	ditto - „	1857	Woolwich Steam Packet Company	141 0	16 3	6 8	59	94	40	
1,061	23,053	Petrel	ditto - 1862	1853	Waterman's Steam Packet Company	152 0	16 0	7 7	82	118	50	iron.
1,062	44,870	Queen of the Orwell	ditto - „	1862	Woolwich Steam Packet Company	171 6	18 5	7 9	114	165	54	iron.
1,063	18,151	Lady Elizabeth	ditto - 1863	1856	Waterman's Steam Packet Company	98 3	13 9	6 5	37	59	28	iron.
1,064	20,088	Queen of the Isles	ditto - „	1853	- - ditto	111 0	13 0	6 8	41	65	32	
1,065	45,802	Heron	ditto - „	1863	- - ditto	117 4	14 2	6 5	43	64	36	iron.
1,066	27,613	Queen	ditto - 1864	1859	Henry Chustall	120 5	13 5	6 8	43	69	32	iron.
1,067	17,244	*Helvellyn	Lancaster - 1851	1847	Furness Railway Company	131 1	16 5	8 3	87	153	75	iron.
1,068	18,206	Laurel	ditto - 1854	1850	W. P. Price	187 4	22 0	12 5	190	365	180	iron.
1,069	18,218	*Sultan	ditto - „	1854	James Ramsden	68 3	13 6	8 0	19	52	24	
1,070	18,219	*Sir William Wallace	ditto - „	„	- - ditto	27 5	14 4	8 7	23	45	28	
1,071	20,485	Duchess	ditto - 1858	1858	John Greig and others	128 2	18 2	11 6	131	192	60	iron, screw.
1,072	27,762	Myrtle	ditto - 1859	1859	W. E. Hutchinson	70 4	13 6	5 0	28	44	20	iron.
1,073	28,499	Shelburne	ditto - 1861	1860	W. E. Hutchinson and another	213 0	24 0½ in.	12 5	283	450	240	iron.
1,074	28,488	Talbot	ditto - „	„	- - ditto	213 6	24 0½ in.	12 5	283	450	240	iron.
1,075	48,907	Roe	ditto - 1865	1864	- - ditto	236 6	25 2	13 5	372	559	240	iron.
1,076	54,533	Duchess	ditto - „	1865	W. E. Hutchinson and others	110 6	17 9	8 4	89	120	30	iron, screw
1,077	16,174	*Manchester	Liverpool - 1826	1825	Alexander Caush	72 5 in.	16 6 in.	8 2 in.	13	–	24	
1,078	–	*Satellite	ditto - 1831	„	North Wales Steam Packet Company	74 8 in.	16 0	7 10 in.	57	–	70	
1,079	–	*Cleveland	ditto - 1836	1836	Liverpool Steam Ferry Company	86 4	18 1	7 9	43	95	50	
1,080	16,856	*William Fawcett	ditto - 1838	1829	Willoughby and Son	74 3	15 1	8 4	48	90	60	
1,081	–	*Thomas Royden	ditto - „	1837	Nichol, Lawson, and Co.	90 7	15 1	7 4	64	108	45	
1,082	7,061	*Tower	ditto - 1840	1836	Mersey and Irwell Navigation Company	81 6	16 1	8 5	47	97	50	
1,083	7,062	*Rival	ditto - 1841	1834	- - ditto	81 8	16 2	8 0	50	100	50	
1,084	–	*Eclipse	ditto - „	1826	Thomas M'Tear and another	104 0	16 9	10 8	98	174	–	
1,085	16,859	*Mersey	ditto - „	1841	Edward Willoughby and Son	87 5	16 4	7 9	74	107	45	
1,086	–	*Blanche	ditto - 1842	„	Trustees of the Duke of Bridgwater	105 4	17 1	8 0	156	205	–	

1,087	6,010	*Elizabeth	ditto	1845	1840	Wallasey Local Board	88	6	15	3	7	3	51	96	36				
1,088	16,858	*Birkenhead	ditto	1846	1846	Edward Willoughby & Son	100	7	17	1	10	0	62	132	60				
1,089	6,012	*James Atherton	ditto	„	„	Wallasey Local Board	116	0	16	3	7	6	67	108	50				
1,090	16,857	*Britannia	ditto	1847	1847	Edward Willoughby & Son	111	6	17	0	8	5	81	124	100				
1,091	16,899	*Colchester	ditto	1848	1840	Edward Forster	91	2	16	9	9	8	35	119	20				
1,092	10,582	*Powerful	ditto	1849	1842	James Haddock	102	5	19	1	10	5	32	144	120				
1,093	- -	*Bolivia	ditto	„	1849	Pacific Steam Navigation Company	197	5	26	0	15	0	509	773	–	iron.			
1,094	6,014	*Wallasey	ditto	1850	1847	Wallasey Local Board	109	8	16	6	9	0	49	109	45				
1,095	16,176	*Duke of Sussex	ditto	„	1840	J. R. Murphy	82	0	15	8	8	8	31	92	40				
1,096	20,758	*Queen	ditto	„	1844	Birkenhead Improvement Commissioners	109	4	21	2	9	7	126	173	60	iron.			
1,097	20,759	*Wirrall	ditto	„	1846	- - ditto	109	1	20	9	11	0	111	192	60	iron.			
1,098	12,110	*Prince Albert	ditto	„	1849	Marquis of Titchfield	78	0	15	4	8	8	24	75	45				
1,099	4,241	*Zephyr	ditto	1851	1832	W. H. Owen	113	5	17	3½	10	7	104	177	90				
1,100	2,372	*Tartar	ditto	„	1849	Liverpool Steam Tug Company	113	9	20	2	11	3	113	244	110				
1,101	15,396	City of Manchester	ditto	„	1851	Inman and others	261	8	36	2	25	3	1,296	2,096	450	iron, screw.			
1,102	1,677	*Frankfort	ditto	„	„	Thomas Harrison and others	190	0	26	6	16	8	414	657	100	iron, screw.			
1,103	16,849	*Vernon	ditto	„	1849	E. & S. Willoughby	121	8	16	2	7	9	88	122	60	iron.			
1,104	16,850	*Cato	ditto	„	„	- - ditto	109	7	17	9	8	4	86	127	60	iron.			
1,105	- -	*Ramsgate Packet	ditto	1853	1834	Thomas Prestopine	94	5	14	9	9	8	58	109	–				
1,106	26,044	*Samson	ditto	„	1848	Liverpool Steam Tug Company	114	7	21	0	10	5	72	185	100	iron.			
1,107	15,046	*Tiger	ditto	„	1853	S. Chisholm & others	91	6	16	0	9	3	54	107	40	iron.			
1,108	6,033	*Constitution	ditto	„	„	Peter Maddox and others	132	9	22	3	11	9	49	262	120	iron.			
1,109	1,153	*Douro	ditto	„	„	O. T. Fallenstein	155	7	22	2	12	4	185	278	52	iron, screw.			
1,110	7,014	*Invincible	ditto	„	1852	John Rigby	105	0	16	6	8	9	66	111	70	iron.			
1,111	2,000	*Orontes	ditto	„	1851	G. M. Papayanni	188	5	26	8	17	0	538	748	140	iron, screw.			
1,112	9,157	*Ottawa	ditto	1854	1853	Peninsular and Oriental Company	238	8	29	2	23	8	815	1,275	200	iron, screw.			
1,113	7,030	*Iron King	ditto	„	1854	H. J. Ward and others	123	0	18	3	10	8	79	172	100	iron.			
1,114	1,058	Tamaulipas	ditto	„	1852	W. M. Moss	163	2	23	7	13	6	336	458	80	iron, screw.			
1,115	24,930	*Pleiad	ditto	„	1854	Hayes and Hudson	104	6	20	4	8	8	71	117	40	iron, screw.			
1,116	23,923	*Blarney	ditto	„	1846	W. D. Applebee and another	134	7	20	0	11	1	209	252	–	iron, screw.			
1,117	24,085	*Thomas Wilson	ditto	„	1845	Wallasey Local Board	92	7	14	8	8	4	49	89	50	iron.			
1,118	1,151	*Cintra	ditto	„	1854	Charles Colesworth and others	176	4	23	1	14	9	350	517	166	iron, screw.			
1,119	- -	*Conqueror	ditto	1855	1848	W. & J. Binns	73	6	14	7	8	8	21	66	–	iron.			
1,120	25,967	Great Britain	ditto	„	1840	Liverpool and Australian Navigation Company	274	0	48	2	31	5	1,734	3,509	500	iron, screw.			
1,121	14,550	*City of Baltimore	ditto	„	1855	William Inman and others	325	4	38	1	25	8	1,225	2,368	500	iron, screw.			
1,122	3,907	Mæander	ditto	„	„	J. J. Bibby and others	291	1	30	2	19	0	662	974	160	iron, screw.			
1,123	24,277	Hawk	ditto	„	„	Louis Twysden	84	8	17	0	8	0	118	142	15	iron, screw.			
1,124	25,775	Neptune	ditto	„	1853	Charles M'Iver	71	1	9	4	4	2	13	18	10	iron, screw.			
1,125	25,315	Universe	ditto	„	1855	Peter Maddox and others	135	3	23	4	11	2	143	311	120	iron.			
1,126	19,715	Albanian	ditto	„	„	John Bibby and others	237	9	30	2	19	8	703	1,034	180	iron, screw.			
1,127	22,838	Thessslia	ditto	„	„	G. M. Papayanni and others	257	0	30	8	20	1	795	1,169	200	iron, screw			
1,128	26,081	Enterprise	ditto	„	„	Peter Maddox and others	136	0	23	1	11	4	150	319	120	iron.			
1,129	1,758	Arcadia	ditto	„	„	G. M. Papayanni and others	234	6	31	1	20	5	741	1,089	150	iron, screw.			
1,130	22,933	City of Washington	ditto	„	„	William Inman and others	319	0	40	1	19	2	1,619	2,381	460	iron, screw.			
1,131	2,374	Lioness	ditto	„	1836	G. K. Dixon and others	90	8	18	4	7	9	58	93	50	iron.			
1,132	10,470	Milan	ditto	„	1855	J. J. Bibby and others	240	2	31	2	19	5	736	1,083	210	iron, screw.			
1,133	24,265	Star	ditto	1856	1845	E. G. & S. Willoughby	94	1	16	2	7	6	43	67	140	iron.			
1,134	10,551	United States	ditto	„	1855	United Steam Tug Company	137	1	23	1	11	4	75	235	130	iron.			
1,135	10,498	Cleator	ditto	„	1854	Alfred Holt and others	160	4	22	9	13	1	269	342	50	iron, screw.			

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,136	13,588	Braganza	Liverpool 1856	1856	J. J. Bibby and others	180 7	25 2	15 0	400	507	80	iron, screw.
1,137	14,783	Annie Vernon	ditto „	„	John Bacon and others	170 0	26 6	16 7	422	519	70	iron, screw.
1,138	15,048	Laconia	ditto „	„	G. M. Papayanni and others	256 5	31 1	20 0	783	1,151	200	iron, screw.
1,139	15,052	Fire King	ditto „	„	H. J. Ward	105 6	18 8	10 4	76	121	60	iron.
1,140	15,369	Inca	ditto „	„	Pacific Steam Navigation Company	180 7	20 8	10 8	230	290	80	iron.
1,141	7,855	Comet	ditto „	1854	W. and E. Forster	137 0	18 9	9 0	93	148	80	
1,142	15,377	Fury	ditto „	1856	Liverpool Steam Tug Company	131 7	20 8	10 2	127	200	100	iron.
1,143	6,381	Toward Castle	ditto „	1854	E. Prendeville and others	106 2	15 5	7 6	50	79	50	iron.
1,144	16,166	Blazer	ditto „	1856	Liverpool Steam Tug Company	150 4	23 1	13 1	212	337	180	iron.
1,145	16,167	Conqueror	ditto „	„	S. Poe and another	90 8	16 7	9 1	51	82	60	
1,146	16,188	Rhone	ditto „	„	J. J. Bibby and others	257 2	34 6	22 5	943	1,387	180	iron, screw.
1,147	16,200	Sovereign	ditto „	„	John Erskine and others	177 9	25 2	12 9	298	439	90	iron, screw.
1,148	15,197	Albion	ditto „	1854	J. L. Lloyd	115 5	16 3	10 3	78	124	60	
1,149	16,882	Danube	ditto „	1856	J. J. Bibby and others	257 3	34 6	22 5	942	1,386	180	iron, screw.
1,150	17,783	Valparaiso	ditto „	„	Pacific Steam Navigation Company	234 1	29 1	14 4	839	1,060	320	iron.
1,151	11,570	Despatch	ditto 1857	„	Liverpool Steam Tug Company	129 0	20 2	10 0	114	181	80	iron.
1,152	12,199	Gipsy	ditto „	1857	W. D. Applebee and others	62 6	12 0	4 0	23	33	10	iron, screw.
1,153	14,633	Chieftain	ditto „	1856	Peter Dixon	99 2	17 4	9 4	56	89	50	
1,154	19,183	Annie	ditto „	1857	W. F. Lawton	86 0	13 0	6 5	27	40	25	iron, screw.
1,155	22,612	Montagu	ditto „	1855	John Bacon and others	190 7	25 4	12 7	300	441	100	iron, screw.
1,156	19,571	Bridgwater	ditto „	1857	Algernon Egerton	109 2	20 1	8 1	79	126	70	iron.
1,157	2,139	Paragon	ditto „	1852	J. P. Allen	78 0	16 2	8 5	37	59	30	
1,158	19,969	James Kennedy	ditto „	1857	John Bacon and others	175 0	27 5	17 2	418	535	70	iron, screw.
1,159	20,132	Crimean	ditto „	„	J. J. Bibby and others	261 7	36 0	22 0	1,002	1,473	252	iron, screw.
1,160	20,281	Sailor King	ditto „	„	H. J. Ward and others	105 2	19 0	10 0	57	118	60	iron.
1,161	16,848	Fanny	ditto „	1846	T. G. Winder	121 2	17 5	7 2	56	89	45	iron.
1,162	20,453	Retriever	ditto „	1857	New Steam Tug Company	158 8	23 0	12 0	54	300	140	iron.
1,163	2,371	Victoria	ditto „	1837	W. & T. Joliffe	114 3	21 4	10 9	118	193	100	
1,164	20,460	Agia Sofia	ditto „	1857	G. M. Papayanni and others	259 0	34 0	22 0	977	1,437	200	iron, screw.
1,165	20,536	Storm King	ditto „	„	H. J. Ward and others	137 0	21 0	11 1	100	199	100	iron.
1,166	20,541	Rescue	ditto „	„	Liverpool Steam Tug Company	139 6	20 3	10 0	127	202	100	iron.
1,167	20,774	Earl of Ellesmere	ditto 1858	„	Algernon Egerton	109 9	20 0	8 0	72	114	60	iron.
1,168	21,054	United Kingdom	ditto „	„	United Steam Tug Company	141 8	24 1	12 2	130	281	150	iron.
1,169	21,061	Brother Jonathan	ditto „	„	ditto	140 8	24 2	12 6	178	283	150	iron.
1,170	21,488	Wasp	ditto „	1858	W. Jollife	131 9	19 0	8 5	82	130	70	iron.
1,171	21,492	Firefly	ditto „	„	G. E. Dering	74 0	10 8	5 0	16	24	20	iron, screw.
1,172	14,544	Genova	ditto „	1850	William Rennington and others	165 0	25 5	15 3	342	502	100	iron, screw.
1,173	25,076	Albion	ditto „	1858	Lord Otho A. Fitzgerald	112 1	17 1	8 0	38	74	50	iron, screw.

1,175	26,169	Callao - - -	ditto	-	„	1858	Pacific Steam Navigation Company - -	235	0	29	0	14	9	241	1,[illegible]	[illegible]	iron.
1,176	1,608	Kangaroo - -	ditto	-	1859	1853	William Inman and others - - - -	257	2	36	2	19	9	1,196	1,719	500	iron, screw.
1,177	27,649	Kong Brage - -	ditto	-	„	1859	H. M. Lawrence - - - - -	102	5	17	1	7	7	53	84	40	iron.
1,178	17,490	Ionia - - -	ditto	-	„	1856	J. J. Bibby and others - - - -	244	4	32	1	25	9	944	1,388	210	iron, screw.
1,179	20,451	Cairo - - -	ditto	-	„	1857	- - ditto - - - - - -	256	2	35	0	22	0	996	1,465	219	iron, screw.
1,180	27,655	Delta - - -	ditto	-	„	1859	W. F. M'Gregor - - - - -	121	0	14	6	7	9	62	98	40	iron.
1,181	27,441	Bogota - - -	ditto	-	„	1852	William Inman and others - - - -	258	1	30	0	17	5	1,160	1,461	329	iron.
1,182	27,936	Venetian - - -	ditto	-	„	1859	J. J. Bibby and another - - - -	270	5	33	7	22	8	1,025	1,508	225	iron, screw.
1,183	28,171	Bird of the Harbour	ditto	-	„	„	W. F. M'Gregor - - - - -	100	0	21	9	9	3	83	132	99	iron.
1,184	6,348	Edinburgh - -	ditto	-	1860	1855	William Inman and others - - - -	300	5	39	8	19	0	1,494	2,197	450	iron, screw.
1,185	28,178	Sicilian - - -	ditto	-	„	1859	J. J. Bibby and others - - - -	270	5	33	7	22	8	1,014	1,492	250	iron, screw.
1,186	22,567	Nile - - -	ditto	-	„	1853	T. & W. Joliffe - - - - - -	82	6	17	0	9	0	44	70	35	iron, screw.
1,187	28,182	Brackley - -	ditto	-	„	1859	Algernon Egerton - - - - -	116	0	17	6	7	6	77	122	50	iron.
1,188	28,184	San Carlos - -	ditto	-	„	1860	Pacific Steam Navigation Company - -	199	8	30	2	18	6	444	652	270	iron, screw.
1,189	28,195	Guayaquil - -	ditto	-	„	„	- - ditto - - - - - -	208	7	30	2	18	7	449	661	250	iron, screw.
1,190	18,781	Atlantic - - -	ditto	-	„	1857	W. M. Moss & others - - - -	254	0	30	0	24	1	1,112	1,309	150	iron, screw.
1,191	28,606	Syrian - - -	ditto	-	„	1860	J. J. Bibby and others - - - -	270	5	33	7	22	8	1,015	1,492	250	iron, screw.
1,192	28,612	King Eyo Honesty 2nd	ditto	-	„	„	West Africa Company (Limited) - -	103	0	14	0	7	7	52	73	30	iron.
1,193	28,621	Emperor - - -	ditto	-	„	„	Fullarton Henderson and others - -	133	7	22	1	10	9	106	208	90	iron.
1,194	28,630	Colonist - - -	ditto	-	„	„	John Jones and another - - - -	153	6	22	5	12	9	236	347	60	iron, screw.
1,195	10,098	Great Conquest -	ditto	-	„	1857	W. R. Chisholm and another - - -	98	0	18	4	10	4	26	110	60	
1,196	28,635	Helen - - -	ditto	-	„	1860	Algernon Egerton - - - - -	140	0	20	0	8	3	39	154	100	iron.
1,197	28,638	Morro - - -	ditto	-	„	„	Pacific Steam Navigation Company - -	119	6	20	1	7	9	68	132	50	steel.
1,198	14,600	Vesper - - -	ditto	-	„	1850	W. & T. Joliffe - - - - - -	151	2	17	6	7	8	76	121	85	iron.
1,199	6,909	Victory - - -	ditto	-	„	1844	Charles Johnson - - - - -	93	4	16	0	9	0	56	89	40	iron, screw.
1,200	17,842	Lion - - -	ditto	-	„	1856	Thomas Smith and another - - - -	116	3	20	0	11	3	87	163	80	iron.
1,201	17,193	Berlin - - -	ditto	-	„	1857	General Steam Navigation Company - -	226	5	28	0	-	-	487	740	420	iron.
1,202	29,158	Espigador - -	ditto	-	„	1860	T. B. Gibbons - - - - - -	119	0	18	7	7	0	93	114	30	iron, screw.
1,203	29,159	Cognac - - -	ditto	-	„	„	James Harrison and others - - - -	170	0	25	1	16	4	376	490	70	iron, screw.
1,204	28,625	Deerhound - -	ditto	-	1861	1858	John Lancaster - - - - - -	128	6	16	6	-	-	99	125	56	iron, screw.
1,205	29,611	Hercules - - -	ditto	-	„	1861	Cruse & Downham - - - - -	112	6	19	6	10	2	73	152	70	iron.
1,206	29,615	Rover - - -	ditto	-	„	„	New Steam Tug Company - - - -	115	6	19	6	10	2	76	156	70	iron.
1,207	29,620	Grecian - - -	ditto	-	„	„	J. J. Bibby and others - - - -	310	0	34	0	24	0	1,555	1,854	400	iron, screw.
1,208	1,989	Tiber - - -	ditto	-	„	1851	- - ditto - - - - - -	274	0	29	3	19	4	950	1,157	250	iron, screw.
1,209	29,640	Speedwell - -	ditto	-	„	1861	John Prendeville and others - - -	121	0	18	3	8	7	81	131	64	iron.
1,210	29,647	Memnon - - -	ditto	-	„	„	William Rathbone, jun., and others - -	253	6	32	6	23	0	927	1,209	150	iron, screw.
1,211	29,648	Italian - - -	ditto	-	„	„	J. J. Bibby and others - - - -	310	0	34	0	24	0	1,560	1,859	250	iron, screw.
1,212	42,594	Eastham Fairey -	ditto	-	„	„	H. M. Lawrence - - - - - -	125	0	19	2	7	7	79	115	60	iron.
1,213	43,552	Secretary - -	ditto	-	„	1847	C. & J. Cochran - - - - - -	93	1	17	0	9	1	37	100	56	
1,214	42,607	Swiftsure - -	ditto	-	„	1861	Henry Gough - - - - - -	125	0	19	2	7	7	79	115	60	iron.
1,215	42,608	Bermuda - - -	ditto	-	„	„	Edwin Haigh - - - - - -	216	2	29	0	20	4	717	897	135	iron, screw.
1,216	42,637	Island Queen - -	ditto	-	„	„	J. Bland and others - - - - -	141	5	23	1	11	2	120	255	110	iron.
1,217	10,565	Etna - - -	ditto	-	„	1855	William Inman and others - - - -	308	6	37	4	19	0	1,494	2,120	450	iron, screw.
1,218	42,648	Egyptian - -	ditto	-	„	1861	J. J. Bibby and others - - - -	335	0	34	2	24	0	1,689	1,986	260	iron, screw.
1,219	44,148	Slasher - - -	ditto	-	„	„	Liverpool Steam Tug Company - - -	133	3	21	2	11	0	109	196	90	iron.
1,220	23,906	Calpe - - -	ditto	-	„	1852	J. J. Bibby and others - - - -	297	2	29	0	20	0	1,134	1,347	220	iron, screw.
1,221	44,159	Colonia - - -	ditto	-	„	1861	H. M. Lawrence and another - - -	99	6	15	0	7	3	52	80	30	iron, screw.
1,222	44,170	Peru - - -	ditto	-	„	„	Pacific Steam Navigation Company - -	260	4	32	1	15	2	904	1,307	360	iron.
1,223	44,179	Cruizer - - -	ditto	-	1862	„	Liverpool Steam Tug Company - - -	156	4	25	0	12	8	195	364	180	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	——
						Feet. 10ths.	*Feet. 10ths.*	*Feet. 10ths.*				
1,224	44,198	Dalmatian	Liverpool 1862	1862	J. J. Bibby and others	335 0	34 2	24 0	1,693	1,989	400	iron, screw.
1,225	42,642	Dragon	ditto „	1861	John Shaw	160 0	22 6	12 8	257	315	60	
1,226	44,637	Pioneer	ditto „	1862	William Jackson	41 4	6 2	3 0	1	5	8	iron, experimental.
1,227	44,639	Talca	ditto „	„	Pacific Steam Navigation Company	194 1	30 0	16 0	469	708	260	iron.
1,228	19,875	Flying Childers	ditto „	1857	Stephenson Chisholm, jun., and others	86 0	17 0	9 9	12	81	40	
1,229	16,159	Robert Ingham	ditto „	1856	W. & T. Joliffe	87 7	18 1	9 5	13	84	43	
1,230	29,107	Florida	ditto „	1860	British and American Steam Ship Company (Limited).	267 2	37 0	21 0	1,452	1,707	250	iron, screw.
1,231	29,103	Alabama	ditto „	„	- - ditto	267 2	37 0	21 0	1,432	1,712	250	iron, screw.
1,232	43,557	Hero	ditto „	1846	J. G. Mowle and others	78 3	16 8	8 4	29	74	40	
1,233	44,668	Arabian	ditto „	1862	J. J. Bibby and others	335 0	34 2	24 1	1,695	1,995	260	iron, screw.
1,234	44,669	Castilian	ditto „	„	- - ditto	240 0	24 0	15 5	481	607	200	iron, screw.
1,235	4,968	Jupiter	ditto „	1837	James Carmichael	88 3	16 5	10 2	69	121	–	
1,236	26,845	Prince of Wales	ditto „	1858	Edward Bates	160 2	17 6½	7 5½	67	142	100	iron.
1,237	44,699	May Flower	ditto „	1862	Wallasey Local Board	135 6	20 0	8 1	132	182	70	iron.
1,238	27,493	Newport	ditto „	1853	J. C. Smith and another	128 1	23 2	8 9	56	136	70	
1,239	44,710	Water Lily	ditto „	1862	Wallasey Local Board	140 9	22 1	8 4	153	220	80	iron.
1,240	44,711	Royal Arch	ditto „	„	John Prendeville and others	121 2	19 8	10 8	99	169	70	iron.
1,241	45,373	Phœnix	ditto „	„	New Steam Tug Company	126 6	19 0	10 0	111	178	80	iron.
1,242	45,375	Reliance	ditto „	„	- - ditto	126 8	19 7	10 1	110	180	80	iron.
1,243	45,383	Wild Rose	ditto „	„	Wallasey Local Board	105 4	18 2	9 3	107	155	60	iron.
1,244	3,712	Voltigeur	ditto „	1851	William Barratt and another	76 6	16 8	9 0	15	78	–	
1,245	45,413	Isis	ditto „	1862	W. M. Moss and others	302 5	33 0	25 6	1,436	1,725	250	iron, screw.
1,246	45,419	Esmeralda	ditto „	„	T. B. Gibbons	122 0	20 0	8 6	166	191	40	iron.
1,247	3,159	Dolphin	ditto „	1844	W. J. Grazebrook	170 2	21 2	10 5	130	238	100	
1,248	45,432	Rattler	ditto 1863	1862	Liverpool Steam Tug Company	139 2	24 3	12 0	93	244	120	iron.
1,249	44,803	Richmond	ditto „	1850	H. Gough	142 2	17 1	7 0	69	109	60	iron.
1,250	45,864	City of Cork	ditto „	1863	W. Inman and others	265 0	33 3	25 0	1,082	1,547	200	iron, screw.
1,251	15,991	Nicolai 1st	ditto „	1839	W. J. Grazebrook	186 7	29 5	17 3	415	659	250	iron.
1,252	45,892	Sirius	ditto „	1859	A. B. Forwood	231 5	26 2	13 0	458	659	250	iron.
1,253	45,894	Lotus	ditto „	1863	W. M. Moss and others	207 8	24 0	15 7	476	589	70	iron, screw.
1,254	25,658	St. Patrick	ditto „	1854	B. Allan and others	231 5	33 2	20 6	880	1,102	250	iron, screw.
1,255	22,938	City of Limerick	ditto „	1855	W. Inman	280 8	34 2	23 7	1,151	1,530	256	iron, screw.
1,256	25,221	Marley Hill	ditto „	1854	F. H. Powell and others	167 8	26 5	14 0	380	462	70	iron, screw.
1,257	45,919	Cecile	ditto „	1863	W. M. Moss and others	207 4	24 2	15 7	457	563	80	iron, screw.
1,258	45,921	Kepler	ditto „	„	The Liverpool and Brazil and River Plate Steam Navigation Company (Limited).	272 2	32 0	22 9	1,020	1,500	180	iron, screw.
1,259	45,924	Liverpool	ditto „	1855	Birkenhead Improvement Commissioners	124 5	22 0	9 1	99	157	40	iron.

1,260	45,954	Emperor	- -	ditto	-	„	1863	United Steam Tug Company	- - -	125	6	20	2	10	0	192	172	70	iron.
1,261	45,944	Persian	- - -	ditto	-	„	„	J. J. Bibby and others	- - - -	361	8	34	0	24	3	1,770	2,075	300	iron, screw.
1,262	47,452	Peruano	- - -	ditto	-	„	1860	Pacific Steam Navigation Company	- -	181	5	29	5	11	5	404	629	250	
1,263	47,458	City of London	-	ditto	-	„	1863	W. Inman and others	- - - -	335	1	40	4	18	7	1,678	2,596	550	iron, screw.
1,264	47,465	Great Victoria	- -	ditto	-	„	1854	J. Baines and others	- - - - -	286	1	39	4	22	9	1,808	2,398	150	iron, screw.
1,265	47,497	Varina	- - -	ditto	-	„	1863	Sir M. R. S. Stewart, Bart.	- - -	105	1	15	0	8	0	41	69	39	iron, screw.
1,266	47,520	Sturdy	- - -	ditto	-	„	„	H. B. Gilmour	- - - - -	95	1	17	7	7	8	52	93	45	iron.
1,267	45,610	Quickstep	- -	ditto	-	„	„	S. Chisholm and another	- - - -	90	4	17	6	9	4	24	86	45	
1,268	47,555	Chile	- - -	ditto	-	„	„	Pacific Steam Navigation Company	- -	274	9	36	0	15	1	1,174	1,672	400	iron.
1,269	47,558	Royal Standard	-	ditto	-	„	„	H. T. Wilson and another	- - - -	269	0	40	3	19	4	1,598	2,033	250	iron, screw.
1,270	17,625	Clyde	- - -	ditto	-	„	1851	F. H. Powell and others	- - - -	181	4	22	0	14	0	274	403	90	iron, screw.
1,271	47,600	Pennsylvania	- -	ditto	-	„	1863	National Steam Navigation Company	- -	341	0	41	1	20	0	2,389	2,890	300	iron, screw.
1,272	1,891	Melita	- - -	ditto	-	„	1853	C. E. Dixon	- - - - - - -	246	0	30	3	25	6	853	1,255	180	iron, screw.
1,273	3,062	Albion	- - -	ditto	-	„	1844	A. B. Forwood	- - - - - -	151	0	22	1	10	4	137	259	150	iron.
1,274	47,614	Dagmar	- - -	ditto	-	„	1863	A. F. Egerton	- - - - - -	130	0	21	0	8	4	95	183	95	iron.
1,275	44,932	Talbot	- - -	ditto	-	„	1861	William Griffiths and another	- - -	93	5	19	7	11	5	62	142	70	iron.
1,276	4,615	Helena	- - -	ditto	-	„	1854	John Meek	- - - - - - -	137	8	17	9	10	7	128	189	30	iron, screw.
1,277	29,152	Talisman	- -	ditto	-	1864	1860	West India and Pacific Steam Navigation Company (Limited).		212	6	28	1	16	9	581	738	80	iron, screw.
1,278	48,751	Maggie Lauder	-	ditto	-	„	1863	D. L. Cargill	- - - - - -	90	4	20	7	9	5	69	130	60	iron, screw.
1,279	26,141	Osiris	- - -	ditto	-	„	1855	N. D. Spartali	- - - - - -	245	2	28	9	14	8	917	1,167	150	iron, screw.
1,280	48,758	Mary	- - -	ditto	-	„	1863	A. B. Forwood	- - - - - -	197	8	30	1	9	3	279	389	120	iron.
1,281	45,170	Virginia	- - -	ditto	-	„	„	National Steam Navigation Company (Limited)		341	8	41	2	20	4	2,418	2,888	350	iron, screw.
1,282	48,761	Bagdad Packet	-	ditto	-	„	1864	Edward M'Dowell	- - - - -	124	6	22	0	6	1	106	141	60	iron.
1,283	48,762	Nun	- - -	ditto	-	„	1840	Birkenhead Improvement Commissioners	-	101	1	20	2	-	-	127	177	70	iron.
1,284	48,763	Cheshire	- -	ditto	-	„	1863	- - ditto	- - - - - -	150	0	30	0	11	-½	293	421	100	iron.
1,285	48,764	Prince	- - -	ditto	-	„	1844	- - ditto	- - - - - -	106	2	22	0	-	-	139	182	60	iron.
1,286	48,765	Lord Morpeth	-	ditto	-	„	1847	- - ditto	- - - - - -	116	6	22	1	-	-	117	193	70	iron.
1,287	48,775	Experiment	- -	ditto	-	„	1864	H. E. Falks	- - - - - -	78	8	17	9	7	4½	72	87	16	iron, screw.
1,288	48,783	Tristram Shandy	-	ditto	-	„	„	M. J. Wilson	- - - - - -	222	5	23	1⅓	9	6	211	345	160	iron.
1,289	2,306	Willing Mind	- -	ditto	-	„	1855	Thomas Street and others	- - - -	84	5	17	5½	9	5	52	82	45	
1,290	48,825	Lynx	- - -	ditto	-	„	1864	Richard Wright	- - - - -	219	7	24	1	11	5⅓	233	372	150	steel.
1,291	7,476	Belgian	- - -	ditto	-	„	1855	Bryce Allan and others	- - - -	298	0	38	6	-	-	1,310	2,067	375	iron, screw.
1,292	45,378	Louisiana	- -	ditto	-	„	1862	National Steam Navigation Company (Limited)		307	2	39	9	25	7	1,473	2,167	300	iron, screw.
1,293	49,857	Rosetta	- - -	ditto	-	„	1864	W. M. Moss and others	- - - -	214	0	28	9	14	3	661	972	120	iron, screw.
1,294	27,354	Flying Childers	-	ditto	-	„	1859	John Seed	- - - - - -	78	4	15	7½	8	7½	17	60	50	
1,295	18,471	Wonder	- - -	ditto	-	„	1857	Thomas Smith	- - - - - -	112	6	18	9½	10	2½	23	127	60	iron.
1,296	49,872	Robert Todd	- -	ditto	-	„	1864	A. B. Forwood	- - - - - -	157	4	24	0	12	7	218	314	80	iron, screw.
1,297	14,554	Robert Bruce	- -	ditto	-	„	1852	W. Handley and others	- - - -	91	8	18	8	8	2	42	83	45	
1,298	49,887	Tiger	- - -	ditto	-	„	1864	W. Joliffe and another	- - - -	122	0	20	4½	10	8	89	170	75	iron.
1,299	49,894	Galileo	- - -	ditto	-	„	„	The Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).		276	0	33	1	23	1	1,037	1,525	150	iron, screw.
1,300	50,252	Adventurer	- -	ditto	-	„	1852	H. C. Bagot and another	- - - -	59	8	12	9	7	2	25	40	20	iron, screw.
1,301	45,868	Georgia	- - -	ditto	-	„	1863	Edward Bates	- - - - - -	219	0	27	2⅓	14	7½	427	648	200	iron, screw.
1,302	3,185	Ruby	- - -	ditto	-	„	1854	George Edmiston	- - - - - -	182	4	17	2	-	-	129	191	90	iron.
1,303	44,186	Columbus	- -	ditto	-	„	1853	R. W. Preston	- - - - - -	113	3	20	3	-	-	107	156	75	iron.
1,304	50,263	Mary	- - -	ditto	-	„	1863	C. K. Prioleau	- - - - - -	125	6	22	0	9	4½	124	194	60	screw.
1,305	50,266	Relief	- - -	ditto	-	„	„	New Steam Tug Company (Limited)	- -	89	2	17	5	9	2	44	104	60	iron.
1,306	50,270	Great Emperor	-	ditto	-	„	1864	W. Joliffe and another	- - - -	143	7	23	1	11	8	109	252	110	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,307	50,271	Sea King	Liverpool 1864	1864	H. J. Ward	133 3	19 9	11 2	88	191	96	iron.
1,308	9,983	Champion	ditto „	1846	John Redhead	80 6	16 1	- -	31	73	45	
1,309	50,274	Erin	ditto „	1864	National Steam Navigation Company (Limited)	370 4	41 1	20 3½	2,807	3,319	350	iron, screw.
1,310	50,276	Owl	ditto „	„	C. K. Prioleau	230 2	26 1	10 9	330	467	180	steel.
1,311	50,278	Pehlwan	ditto „	„	Gilbert Cowie	101 6	17 6	8 3	51	98	45	iron.
1,312	50,279	Rustan	ditto „	„	- - ditto	101 6	17 6	8 3	51	98	45	iron.
1,313	27,881	Sea Queen	ditto „	1859	A. B. Forwood	233 6	26 4	12 9	677	836	120	iron, screw.
1,314	48,807	City of Dublin	ditto „	1864	William Inman	318 0	36 3	25 9	1,549	1,999	250	iron, screw.
1,315	50,289	Mula	ditto „	„	Bombay and Bengal Steam Ship Company (Limited).	209 6	27 7½	16 1	548	690	110	iron, screw.
1,316	50,461	Sylph	ditto „	„	Mersey River Steam Boat Company (Limited)	126 7	16 5	7 7	77	110	35	iron.
1,317	50,462	Sprite	ditto „	„	- - ditto	126 7	16 5	7 7	77	110	35	iron.
1,318	8,293	Triumph	ditto „	1856	W. Joliffe and another	89 8	16 9	9 0	19	81	80	
1,319	4,908	Eagle	ditto „	1845	Charles Mozley	125 2	20 8	8 5	114	154	70	iron.
1,320	47,599	Mexican	ditto „	1863	West India and Pacific Steam Ship Company (Limited).	238 2	32 2	16 9	1,038	1,280	140	iron, screw.
1,321	26,405	East Anglian	ditto „	1854	W. Pennington and another	180 8	24 2	13 4	268	395	70	iron, screw.
1,322	29,018	Gladiator	ditto „	1860	T. Harrison and others	192 8	27 8	15 7	467	592	80	iron, screw.
1,323	50,484	Payta	ditto „	1864	Pacific Steam Navigation Company	263 7	38 4	14 9	997	1,344	400	iron.
1,324	50,485	Propontis	ditto „	„	W. H. Dixon and others	318 4	36 3	25 9½	1,554	2,004	226	iron, screw.
1,325	2,535	Northumberland	ditto „	1853	F. H. Powell	164 0	26 1	15 2½	363	446	70	iron, screw.
1,326	2,368	Warrior	ditto „	1846	Edward Griffith and others	107 6	19 7	10 1	72	142	80	iron.
1,327	51,002	Chilian	ditto „	1864	West India and Pacific Steam Ship Company (Limited).	214 5	30 3	18 0	1,010	1,341	200	iron, screw.
1,328	48,507	Success	ditto „	„	Hugh Leach and others	91 0	17 9	9 2	28	94	50	iron.
1,329	20,594	Lizzie	ditto „	1857	Jonathan Dorning	133 6	25 0	9 0½	194	235	50	iron, screw.
1,330	51,010	Prince Arthur	ditto „	1864	Liverpool Steam Tug Company (Limited)	143 7	23 0½	12 0	108	253	100	iron.
1,331	51,151	Koinâ	ditto „	„	Bombay and Bengal Steam Ship Company (Limited).	230 1	30 2½	17 5	707	897	120	iron, screw.
1,332	16,854	Saladin	ditto „	1856	The Liverpool and Brazil River Plate Steam Navigation Company (Limited).	183 9	24 3	14 3	347	510	60	iron, screw.
1,333	4,656	Luxor	ditto „	1853	W. M. Moss and others	280 8	30 2	22 1½	1,212	1,420	120	iron, screw.
1,334	51,019	Bhima	ditto „	1864	Bombay and Bengal Steam Ship Company (Limited).	256 7	32 0½	20 0½	885	1,195	150	iron, screw.
1,335	51,021	Newton	ditto „	„	The Liverpool and Brazil River Plate Steam Navigation Company (Limited).	249 5	31 3	19 9	748	1,074	80	iron, screw.
1,336	51,024	Secret	ditto „	„	J. N. Beach	231 0	26 1½	11 2	293	467	180	steel.
1,337	28,103	Rose Diamond	ditto „	1860	C. E. Dixon	76 1	10 4	6 5	6	30	20	iron, screw.

1,339	51,036	Lark - - -	ditto	-	,,	,,	John Laird, jun. - - - - - -	216	8	23	1½	10	4	267	389	140	steel.
1,340	51,042	Carlo - - -	ditto	-	,,	1859	C. W. Kellock - - - - - -	195	8	19	6	-	-	206	289	120	iron.
1,341	17,488	Surprise - - -	ditto	-	,,	1852	Richard Grech - - - - - -	115	1	18	1	9	8	32	111	80	
1,342	51,050	Georgia Belle - -	ditto	-	,,	1864	E. J. Lomnitz - - - - - -	250	0	28	0	11	2½	452	605	220	steel and iron.
1,343	51,056	Wren - - -	ditto	-	,,	,,	John Laird, jun. - - - - -	211	1	23	2	10	4	267	389	120	steel.
1,344	51,060	Bosphorus - -	ditto	-	,,	,,	W. H. Dixon and others - - - -	318	6	36	3	25	9½	1,593	2,044	256	iron, screw.
1,345	51,401	Helvetia - - -	ditto	-	,,	,,	National Steam Navigation Company -	371	5	41	2	20	3	2,805	3,319	350	iron, screw.
1,346	21,406	Douro - - -	ditto	-	1865	,,	J. J. Bibby and others - - - -	195	8	27	1	15	6	402	529	70	iron, screw.
1,347	51,410	Resolute - - -	ditto	-	,,	,,	New Steam Tug Company (Limited) - -	145	0	22	4	11	9	122	271	120	iron.
1,348	51,415	Gunga - - -	ditto	-	,,	1865	Bombay and Bengal Steam Ship Company (Limited).	257	6	32	2	20	1	891	1,201	150	iron, screw.
1,349	51,420	Olinda - - -	ditto	-	,,	,,	Thomas Harrison and others - - -	207	5	25	2	16	8	516	632	80	iron, screw.
1,350	51,421	City of Boston -	ditto	-	,,	,,	William Inman and others - - - -	312	7	39	1	18	1	1,650	2,213	360	iron, screw.
1,351	51,423	Bintang - - -	ditto	-	,,	1864	James Murdoch - - - - -	148	4	24	1	12	4	232	317	80	iron, screw.
1,352	51,425	Dart - - -	ditto	-	,,	1859	Alexander Caush - - - - -	59	3	8	0	-	-	9	17	12	iron, screw.
1,353	51,430	Improvement - -	ditto	-	,,	1865	H. E. Falk - - - - - -	80	9	19	1	7	9	81	103	22	iron, screw.
1,354	51,431	Developement - -	ditto		,,	,,	- - ditto - - - - - -	79	8	18	8	8	0	79	101	22	iron, screw.
1,355	45,002	Shaftesbury - -	ditto	-	,,	1862	G. H. Wakefield and others - - -	200	0	28	7	16	8	524	681	120	iron, screw.
1,356	51,439	Widgeon - - -	ditto	-	,,	1865	J. N. Dickenson - - - - -	224	3	24	1	11	0	162	410	180	steel.
1,357	51,440	Snipe - - -	ditto	-	,,	,,	- - ditto - - - - - -	224	3	24	0	11	4	163	409	180	steel.
1,358	51,447	Abigail - - -	ditto	-	,,	,,	E. L. Golborne - - - - - -	252	0	30	0	12	0	435	644	300	steel.
1,359	51,457	Knight Templar -	ditto	-	,,	1864	Edward Prendeville and others - - -	129	4	21	5	11	1	107	206	100	iron.
1,360	49,650	Tyne Queen - -	ditto	-	,,	1865	Channel Steam Ship Company (Limited) -	195	0	29	1	16	9	540	699	120	iron, screw.
1,361	51,463	Jane Bacon - -	ditto	-	,,	,,	J. N. Dickenson - - - - -	170	0	26	5	14	0	394	505	70	iron, screw.
1,362	51,465	Pacific - - -	ditto	-	,,	,,	Pacific Steam Navigation Company - -	267	4	40	2	17	0	1,174	1,631	450	iron.
1,363	22,827	Bee - - -	ditto	-	,,	1855	Rock Ferry Company (Limited) - -	122	4	18	1	7	4	65	104	60	iron.
1,364	22,818	Ant - - -	ditto	-	,,	,,	- - ditto - - - - - -	122	6	18	1	7	5	65	102	60	iron.
1,365	51,471	Ptolemy - - -	ditto	-	,,	1865	The Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	257	2	31	2	19	7	758	1,115	80	iron, screw.
1,366	28,743	Gambia - - -	ditto	-	,,	1860	Henry Lafone - - - - - -	232	8	33	4	19	5	929	1,167	200	iron, screw.
1,367	27,641	Plantagenet - -	ditto	-	,,	1859	West India and Pacific Steam Ship Company (Limited).	202	4	27	2	16	4	472	695	70	iron, screw.
1,368	9,156	Christobal Colon -	ditto	-	,,	1854	- - ditto - - - - - -	273	6	37	0	-	-	1,108	1,598	250	iron, screw.
1,369	47,460	St. Thomas - -	ditto	-	,,	1863	- - ditto - - - - - -	226	0	31	2	17	4	998	1,246	150	iron, screw.
1,370	1,472	Hayti - - -	ditto	-	,,	1854	- - ditto - - - - - -	260	0	30	3	20	3	877	1,122	196	iron, screw.
1,371	3,953	Jenny Jones - -	ditto	-	,,	1851	Kirkless Hall Steam Navigation Company (Limited).	143	1	19	2	11	7	141	197	52	iron, screw.
1,372	51,476	City of New York -	ditto	-	,,	1865	William Inman - - - - - -	294	8	39	3	18	4	1,474	2,034	350	iron, screw.
1,373	45,873	Darien - - -	ditto	-	,,	1863	West India and Pacific Steam Ship Company (Limited).	204	5	31	6	16	8	907	1,172	130	iron, screw.
1,374	51,492	Amazon - - -	ditto	-	,,	1865	Thomas Harrison and others - - -	200	0	28	5	15	6	528	673	90	iron, screw.
1,375	47,494	Bolivar - - -	ditto	-	,,	1863	West India and Pacific Steam Ship Company (Limited).	240	0	32	5	19	7½	963	1,180	160	iron, screw.
1,376	51,494	Lancashire - -	ditto	-	,,	1865	Birkenhead Improvement Commissioners -	150	0	30	1	-	-	219	430	120	iron.
1,377	51,488	Woodside - -	ditto	-	,,	,,	- - ditto - - - - - -	150	6	32	2	10	9	159	373	120	iron.
1,378	51,495	Limena - - -	ditto	-	,,	,,	Pacific Steam Navigation Company - -	267	2	40	2	17	6	1,162	1,622	400	iron.
1,379	51,497	Kirkless - - -	ditto	-	,,	,,	Kirkless Hall Steam Navigation Company (Limited).	150	3	24	0	12	6	305	375	60	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,380	51,500	Pisano	Liverpool 1865	1865	Alexander Duranty, jun.	111 5	22 0	6 6	86	125	20	iron, screw.
1,381	51,424	Cuban	ditto „	„	West India and Pacific Steam Navigation Company (Limited).	248 7	31 7	19 8	908	1,334	120	iron, screw.
1,382	29,892	Rosine	ditto „	„	C. K. Prioleau	260 3	33 0	15 6	391	900	300	steel.
1,383	29,893	Hornet	ditto „	„	- - ditto	250 2	28 0	11 2	329	574	220	steel.
1,384	29,895	Her Majesty	ditto „	„	W. R. Chisholm and another	92 5	18 4	9 5	31	94	39	
1,385	29,896	Thebes	ditto „	„	W. M. Moss and others	321 5	34 8	25 5	1,668	2,068	180	iron, screw.
1,386	29,897	Royal Saxon	ditto „	„	R. H. Bronn and others	121 5	20 1	10 4	73	157	92	iron.
1,387	29,899	Krishna	ditto „	„	Bombay and Bengal Steam Ship Company (Limited).	260 0	34 3	21 0	967	1,355	250	iron, screw.
1,388	44,664	Crusader	ditto „	1862	West India and Pacific Steam Ship Company (Limited).	231 3	30 9	18 7	725	901	100	iron, screw.
1,389	48,660	Spicy	ditto „	1864	Peter Stuart and another	164 8	22 7	- -	146	230	100	iron.
1,390	45,658	Amy	ditto „	„	P. L. Henderson	249 2	28 1	12 3	380	604	220	iron.
1,391	29,913	Ruby	ditto „	1865	C. K. Prioleau	260 1	33 0	15 6	391	900	300	steel.
1,392	29,914	Santiago	ditto „	„	Pacific Steam Navigation Company (Limited)	267 0	40 2	17 6	1,161	1,619	400	iron.
1,393	29,915	Preston Belle	ditto „	„	United Kingdom Screw Colliery Company (Limited).	174 8	25 9	15 3	383	509	80	iron, screw.
1,394	29,916	Pollux	ditto „	„	David Doig	83 1	18 0	7 3	44	92	30	iron.
1,395	29,917	Castor	ditto „	„	- - ditto	83 2	18 9	7 3	44	92	30	iron.
1,396	29,920	The Queen	ditto „	„	National Steam Navigation Company (Limited)	381 1	42 4	21 2	2,392	3,517	400	iron, screw.
1,397	29,923	Wren	ditto „	1862	T. C. Gibson	50 6	13 5	6 4	10	18	20	screw.
1,398	50,476	Ariel	ditto „	1864	C. K. Prioleau	279 8	35 0	15 0	689	1,132	350	steel.
1,399	29,927	Swansea	ditto „	1865	John Bacon	151 0	22 5	12 3	235	309	55	iron, screw.
1,400	29,928	Nerbudda	ditto „	„	Bombay and Bengal Steam Ship Company (Limited).	260 0	34 3	21 0	969	1,357	250	iron, screw.
1,401	29,932	Matanzas	ditto „	„	S. T. Johnson	59 4	15 1	5 4	32	38	6	iron, screw.
1,402	29,933	Royal Alfred	ditto „	„	E. Crewdson and others	127 6	20 0	11 4	82	180	98	iron.
1,403	29,934	Chrysolite	ditto „	„	British and American Steam Navigation Company (Limited).	189 7	28 4	17 2	548	702	100	iron, screw.
1,404	29,936	American	ditto „	„	West India and Pacific Steam Ship Company (Limited).	274 9	34 5	22 3	1,286	1,831	200	iron, screw.
1,405	29,937	Midland	ditto „	„	Richard Jones	274 1	33 1	15 7	906	1,622	300	steel.
1,406	29,938	Great Northern	ditto „	„	- - ditto	274 0	33 1	15 7	905	1,622	300	steel.
1,407	29,940	Columbus	ditto „	„	Henry Cruse and others	134 2	20 4	10 6	103	194	100	iron.
1,408	29,942	Plover	ditto „	„	Richard Phillips	224 3	24 0	11 4	155	410	160	steel.
1,409	29,943	Curlew	ditto „	„	- - ditto	224 3	24 0	11 4	155	409	160	steel.
1,410	29,946	Sesostris	ditto „	„	W. M. Moss and others	322 8	34 7	25 5	1,608	1,966	200	iron, screw.

1,411	45,925	Bridgewater	-	ditto	-	„	1863	Liverpool and Dublin Steam Navigation Company (Limited).	228	6	25	2	13	3	420	594	200	iron.
1,412	45,721	Sheffield -	-	ditto	-	„	1864	- - ditto - - - - - - -	227	8	26	2	14	2	518	703	240	iron.
1,413	29,949	Heather Bell -	-	ditto	-	„	1865	Wallasey Local Board - - - -	159	8	21	2	9	0	132	205	80	iron.
1,414	29,950	Californian -	-	ditto	-	„	„	West India and Pacific Steam Ship Company (Limited).	274	9	34	5	22	3	1,287	1,832	200	iron, screw.
1,415	29,951	Sapphire -	-	ditto	-	„	„	British and American Steam Navigation Company (Limited).	189	3	28	1	16	7	500	647	100	iron, screw.
1,416	29,952	Penguin -	-	ditto	-	„	„	C. K. Prioleau - - - - - -	249	0	30	1	13	2	339	659	160	steel.
1,417	29,958	Delaware -	-	ditto	-	„	„	C. E. and Alfred Dixon - - - -	321	4	36	1	26	0	1,676	2,121	280	iron, screw.
1,418	29,959	Ironsides -	-	ditto	-	„	„	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	198	8	29	3	16	8	514	691	98	iron, screw.
1,419	29,960	City of Durham	-	ditto	-	„	„	William Inman - - - - - -	201	1	28	8	16	6	538	697	120	iron, screw.
1,420	29,965	West Indian -	-	ditto	-	„	„	West India and Pacific Steam Ship Company (Limited).	278	2	34	2	21	9	1,278	1,805	200	iron, screw.
1,421	29,968	Halley -	-	ditto	-	„	„	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	267	8	32	1	21	0	995	1,347	120	iron, screw.
1,422	29,969	Peter Landberg	-	ditto	-	„	„	W. T. Mann - - - - - - -	152	0	22	0	11	0	185	297	80	iron, screw.
1,423	29,973	Camel -	-	ditto	-	„	„	Andrew Wyllie - - - - - -	120	8	22	1	9	0	125	188	90	iron.
1,424	29,393	Carolina -	-	ditto	-	„	1861	Henry Lafone - - - - - -	243	8	31	8	19	4	891	1,117	140	iron, screw.
1,425	44,847	Hilda -	-	ditto	-	„	1862	P. L. Henderson - - - - -	206	8	24	2	12	2	285	435	220	iron.
1,426	29,980	Venezuelan -	-	ditto	-	„	1865	West India and Pacific Steam Ship Company (Limited).	259	5	32	1	21	5	1,348	1,682	160	iron, screw.
1,427	29,981	Gipsey Queen -	-	ditto	-	„	„	Rock Ferry Company (Limited) - -	135	0	20	1	7	7	106	149	70	iron.
1,428	29,982	Fairey Queen -	-	ditto	-	„	„	- - ditto - - - - - - -	135	0	20	1	7	7	106	149	70	iron.
1,429	29,983	Agness Jack -	-	ditto	-	„	„	John Bacon and others - - - -	180	8	26	5	15	8	481	574	70	iron, screw.
1,430	29,990	Retriever -	-	ditto	-	1866	1866	Thomas Harrison Ridley - - - -	136	3	26	8	15	2	238	328	50	screw.
1,431	29,992	Alert -	-	ditto	-	„	1865	Mersey Docks and Harbour Board - -	117	8	21	0	10	7	87	172	70	iron.
1,432	29,996	England -	-	ditto	-	„	„	National Steam Navigation Company (Limited)	357	5	42	0	27	8	2,249	3,308	400	iron, screw.
1,433	29,997	Yamuna -	-	ditto	-	„	„	Bombay and Bengal Steam Ship Company (Limited).	250	2	32	5	20	4	941	1,269	170	iron, screw.
1,434	54,911	Caribbean	-	ditto	-	„	1866	West India and Pacific Steam Ship Company (Limited).	270	0	34	4	29	6	1,317	1,853	200	iron, screw.
1,435	54,914	Humboldt	-	ditto	-	„	„	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	268	2	32	1	21	3	995	1,346	120	iron, screw.
1,436	54,916	Augustine	-	ditto	-	„	1865	Charles Booth and others - - - -	213	5	29	6	18	1	681	852	100	iron, screw.
1,437	54,923	Guarani -	-	ditto	-	„	1866	William Dalglish - - - - -	140	3	24	2	13	4	219	320	60	iron, screw.
1,438	54,924	Agamemnon -	-	ditto	-	„	1865	Alfred Holt - - - - - -	309	3	38	8	28	4	1,550	2,279	300	iron, screw.
1,439	54,926	City of Paris -	-	ditto	-	„	1866	William Inman - - - - - -	358	7	40	4	26	2	1,777	2,556	550	iron, screw.
1,440	27,741	Ariel -	-	ditto	-	„	1859	John Hind and another - - - -	81	5	17	8	8	2	67	85	16	iron, screw.
1,441	54,935	Cassini -	-	ditto	-	„	„	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	220	2	28	2	16	1	687	836	80	iron, screw.
1,442	54,941	Ajax -	-	ditto	-	„	„	Ocean Steam Ship Company - - -	309	6	38	8	28	4	1,549	2,278	300	iron, screw.
1,443	49,805	Fire Queen	-	ditto	-	„	1864	Thomas Harrison - - - - -	248	5	29	6	14	1	797	1,172	180	iron, screw.
1,444	54,942	Liverpool	-	ditto	-	„	1866	William Jolliffe and another - - -	121	5	20	7	11	2	97	178	80	iron.
1,445	19,296	Adjutant -	-	ditto	-	„	1858	William Oulton - - - - -	82	8	17	1	8	1	25	80	40	iron.
1,446	54,944	Colombo -	-	ditto	-	„	1866	John Maytor - - - - - -	154	8	35	0	15	8	418	687	250	iron, screw.
1,447	4,373	Empress -	-	ditto	-	„	1852	William Jolliffe and another - - -	96	2	21	1	-	-	75	140	120	
1,448	54,948	Constance	-	ditto	-	„	1866	M. C. de Pothonier and another - - -	139	4	18	4	10	0	149	197	40	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,449	54,949	Great Northern -	Liverpool - 1866	1866	Liverpool and Dublin Steam Navigation Company (Limited).	260 6	30 7	14 4	642	889	350	iron.
1,450	28,895	Albion - - -	ditto - „	1860	Peter L. Henderson - - - - -	165 1	24 2	11 8	160	307	150	iron, screw.
1,451	18,220	Liver - - -	ditto - „	1853	Edward Griffiths and others - - -	75 7	15 0	7 8	19	48	30	
1,452	54,950	Syren - - -	ditto - „	1865	Mersey River - - - - - -	128 0	16 5	7 8	94	126	40	iron.
1,453	49,163	G. T. Watson - -	ditto - „	1862	Charles K. Prioleau - - - - -	170 0	22 5	11 5	389	564	50	screw.
1,454	54,953	Jerome - - -	ditto - „	1866	Philip H. Holt and others - - - -	213 8	29 7	18 3	686	859	100	iron, screw.
1,455	54,945	Denmark - -	ditto - „	„	National Steam Navigation Company (Limited)	342 9	42 2	28 5	2,121	3,119	350	iron, screw.
1,456	17,782	Plynlymon - -	ditto - „	1856	John Vernon and another - - - -	152 4	20 1	11 15	207	261	50	iron, screw.
1,457	44,644	Estella - - -	ditto - „	1862	The Liverpool Steam Tug Company (Limited)	54 6	15 6	6 0	18	28	16	screw.
1,458	54,965	Panama - - -	ditto - „	1866	Pacific Steam Navigation Company - -	267 0	40 1	17 8	1,178	1,642	450	iron.
1,459	54,968	Elwy - - -	ditto - „	„	R. W. Preston and others - - - -	198 6	19 1	8 0	153	242	120	iron.
1,460	48,837	Fox - - -	ditto - „	1864	Charles K. Prioleau - - - - -	216 5	22 8	10 0	251	377	120	iron.
1,461	48,815	Badger - - -	ditto - „	„	- - ditto - - - - - -	218 0	24 0	11 0	253	405	150	iron.
1,462	54,971	Dromedary - -	ditto - „	1866	Andrew Wyllie - - - - - -	120 8	21 1	10 0	125	188	90	iron.
1,463	54,973	Ghizeh - - -	ditto - „	„	- - ditto - - - - - -	123 4	17 7	7 7	85	120	40	iron and steel.
1,464	54,974	Atfeh - - -	ditto - „	„	- - ditto - - - - - -	123 4	17 7	7 7	85	120	40	steel and iron.
1,465	54,975	West of England -	ditto - „	„	Samuel Hough and others - - - -	185 6	26 8	15 8	490	609	70	iron, screw.
1,466	54,978	Pioneer - - -	ditto - „	„	Liverpool and American Steam Navigation Company (Limited).	205 0	30 3	15 4	514	756	90	iron, screw.
1,467	54,979	Navarre - - -	ditto - „	„	Donald Currie and others - - - -	230 2	30 2	15 5	502	738	110	iron, screw.
1,468	54,984	Tachta - - -	ditto - „	„	Andrew Wyllie - - - - - -	173 0	20 0	7 3	140	194	100	iron.
1,469	54,993	Garonne - - -	ditto - „	„	William M. Moss and others - - -	215 5	25 1	16 5	499	636	90	iron, screw.
1,470	54,994	Manhattan - -	ditto - „	„	Charles M. Palmer and another - -	335 0	42 5	27 8	1,951	2,869	350	iron, screw.
1,471	54,999	Colon - - -	ditto - „	„	George MacAndrew - - - - -	191 0	27 8	16 8	437	642	80	iron, screw.
1,472	55,004	Corcorado - -	ditto - „	1865	Edward Lawrence and another - -	243 8	28 4	12 0	501	665	240	iron.
1,473	55,006	Balbao - - -	ditto - „	1866	George MacAndrew - - - - -	191 0	27 8	16 8	437	643	80	iron, screw.
1,474	44,257	Severn - - -	ditto - „	1862	Robert Bellhouse - - - - -	85 6	17 4	9 2	39	98	60	iron.
1,475	55,008	Achilles - - -	ditto - „	1866	Ocean Steam Ship Company - - -	309 5	38 8	28 4	1,550	2,280	300	iron, screw.
1,476	51,464	Alhambra - -	ditto - „	1865	Thomas Harrison and another - - -	219 0	28 0	15 9	537	789	120	iron, screw.
1,477	55,010	Cortes - - -	ditto - „	1866	George MacAndrew - - - - -	191 0	27 8	16 8	437	642	80	iron, screw.
1,478	55,012	Flamsteed - -	ditto - „	„	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	276 8	32 4	21 0	936	1,376	80	iron, screw.
1,479	19,586	Ceres - - -	ditto - „	1859	Charles MacIvor - - - - - -	143 0	21 6	10 5	80	168	60	iron, screw.
1,480	26,668	Pacific - - -	ditto - „	1854	Henry Lafone and others - - - -	261 3	32 4	23 7	880	1,294	200	iron, screw.
1,481	29,954	Alice - - -	ditto - „	1865	Thomas Harrison - - - - -	217 0	30 0	18 3	599	881	130	iron, screw.
1,482	21,600	Crescent City - -	ditto - „	1854	Stephen Barker Guion - - - -	247 6	35 1	27 5	1,044	1,536	300	screw.

1,483	55,016	Sutherland	ditto	„	1866	Donald Currie and others	232	0	29	9	16	4	551	810	135	iron, screw.
1,484	55,017	Zarco	ditto	„	„	Edward D. Glynn and others	190	1	26	0	15	8	449	563	80	iron, screw.
1,485	44,663	Grappler	ditto	„	1862	Liverpool Steam Tug Company (Limited)	129	6	20	4	10	3	74	168	80	iron.
1,486	24,546	Wye	ditto	„	1854	Edward Bates	214	6	26	6	15	9	500	643	100	iron, screw.
1,487	55,021	Columbine	ditto	„	1866	West India and Pacific Steam Ship Company (Limited).	300	1	37	1	25	0	1,193	1,992	300	iron, screw.
1,488	55,024	Laplace	ditto	„	„	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	257	4	31	2	20	0	812	1,194	80	iron, screw.
1,489	55,028	Lindsay	ditto	„	„	Alfred Hewlett	210	8	28	1	16	2	507	746	90	iron, screw.
1,490	55,030	Vanguard	ditto	„	„	Joseph Verdin and others	80	0	19	2	8	8	82	104	30	iron, screw.
1,491	45,493	Conqueror	ditto	„	1857	William Donnham	97	7	17	9	9	4	49	102	60	iron.
1,492	29,038	Tiger	ditto	„	1863	John Jones and others	151	7	21	6	12	4	216	298	50	iron, screw.
1,493	55,033	Chicago	ditto	„	1866	Stephen Barker Guion	332	8	42	4	27	9	1,980	2,912	350	iron, screw.
1,494	55,034	Mersey	ditto	„	1862	Alfred Hewlett	70	6	14	1	5	1	26	38	10	iron, screw.
1,495	55,035	Copernicus	ditto	„	1866	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	276	7	32	4	21	5	950	1,397	80	iron, screw.
1,496	55,037	Cumberland	ditto	„	„	Donald Currie and others	227	4	28	0	15	4	472	694	106	iron, screw.
1,497	55,040	Donati	ditto	„	„	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	257	6	31	1	19	9	804	1,183	80	iron, screw.
1,498	55,041	Somerset	ditto	„	„	Peter Lindsay Henderson	130	4	20	2	11	7	152	263	60	iron, screw.
1,499	55,042	Dorset	ditto	„	„	- - ditto	90	0	20	4	9	5	51	140	60	iron, screw.
1,500	29,956	Braganza	ditto	„	1865	John Toulmin Lawrence	230	8	26	1	11	2	330	523	180	steel.
1,501	29,953	*Atlas	Llanelly	1850	1850	R. J. Neville	74	0	16	5	9	0	6	79	50	
1,502	29,401	Samson	ditto	1862	1861	C. W. Neville and others	94	2	19	1	9	9	33	111	80	
1,503	44,106	Leopard	ditto	1863	„	Llanelly Steam Navigation Company	91	6	14	9	8	2	42	67	25	iron, screw.
1,504	19,890	Ranger	ditto	„	1857	W. Bowen and another	92	3	18	8	9	8	17	98	40	
1,505	29,415	Lily	ditto	1865	1865	Evan Davis	66	2	11	6	5	1	20	26	10	screw.
1,506	6,312	Royal Princess	ditto	„	1855	W. Bowen and another	102	5	17	7	8	9	37	103	50	iron.
1,507	53,354	Cambria	ditto	1866	1866	Llanelly Steam Navigation Company (Limited)	114	6	17	1	8	8	79	134	40	iron, screw.
1,508	5,896	*Post Boy	Lowestoft	1852	1843	W. B. Roe and others	69	7	11	9	5	8	17	35	16	
1,509	14,737	*Royal Victoria	ditto	1853	1837	J. O. Lever	187	0	22	8	15	4	438	615	250	
1,510	18,636	*Arab	ditto	„	1835	North of Europe Steam Navigation Company	130	6	22	5	13	2	131	303	150	
1,511	5,892	*Imperial	ditto	1854	1851	Lowestoft Railway and Harbour Company	72	6	14	5	8	7	21	66	28	
1,512	10,096	Powerful	ditto	1859	1856	J. B. Owen	84	2	18	1	9	0	20	81	40	
1,513	12,602	*Norfolk Hero	Maryport	1853	1848	W. and T. Joliffe	73	3	14	9	8	7	19	65	33	
1,514	12,603	*Rambler	ditto	„	1846	Maryport Steam Shipping Company	69	9	14	0	8	0	15	55	28	
1,515	19,733	Harriet	Middlesbro'	1861	1857	H. W. F. Bolckow and another	199	4	25	1	14	7	401	496	70	iron, screw.
1,516	28,654	Ann	ditto	„	1860	- - ditto	210	0	28	6	17	5	467	688	130	iron, screw.
1,517	19,482	Middlesborough	ditto	„	1857	- - ditto	142	6	20	1	10	9	161	237	40	iron, screw.
1,518	7,754	Tartar	ditto	„	1853	W. Fallows and others	79	2	16	5	8	0	21	61	30	
1,519	7,318	Firebrand	ditto	„	1847	C. C. Duncan	74	9	16	1	8	6	15	60	34	
1,520	6,333	Commodore	ditto	„	„	F. J. Leach	85	0	16	4	8	7	26	69	40	
1,521	23,741	Belmont	ditto	„	1853	Stockton and Darlington Railway Company	81	9	17	0	9	0	19	73	35	
1,522	4,985	Catherine	ditto	„	1842	George Dixon and another	71	3	13	0	6	1	14	33	16	
1,523	26,957	Little Western	ditto	„	1844	John Wake and another	77	4	11	6	6	1	12	32	14	
1,524	6,234	Jane and Phœbe	ditto	„	1852	Stockton and Darlington Railway Company	72	7	15	9	8	2	13	50	35	
1,525	22,483	River Queen	ditto	„	1861	William Duncan and others	95	1	15	2	6	4	46	65	20	iron.
1,526	16,220	Ironmaster	ditto	„	1856	H. W. F. Bolckow and another	178	5	24	5	13	0	268	394	80	iron, screw.
1,527	29,484	River King	ditto	1862	1862	C. C. Duncan and others	91	6	14	0	7	2	32	59	19	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,528	19,873	Walker	Middlesbro'	1862	1857	Joseph Dodds	83 0	16 3	8 8	14	66	30	
1,529	45,141	Confidence	ditto	„	1862	John Askew	98 8	18 4	9 1	37	103	50	
1,530	2,476	Pilot	ditto	„	1848	Francis Sill	68 4	15 6	8 2	12	47	38	
1,531	45,143	Progress	ditto	1863	1862	Corporation of Middlesbro'	51 0	14 8	3 7	8	19	12	
1,532	45,144	Gladstone	ditto	„	1863	J. W. Pearse and others	207 6	28 5	14 2	506	650	110	iron, screw.
1,533	45,145	Fearless	ditto	„	„	E. T. Hankey	82 6	17 2	8 3	27	75	30	
1,534	9,775	Cardinal Wolsey	ditto	„	1845	W. Duncan and others	104 1	12 1	5 8	31	44	20	iron.
1,535	47,053	Champion	ditto	„	1863	George Dixon	93 1	14 6	6 6	23	48	25	
1,536	47,056	Confidence	ditto	1864	1864	F. J. Leach	97 3	18 1	9 1	28	91	50	
1,537	47,059	Eston Nab	ditto	„	„	H. W. F. Bolckow and another	96 8	17 1	8 3	63	92	30	screw.
1,538	49,684	Gleaner	ditto	„	„	John Sharp and another	81 7	17 3	8 9	23	72	30	
1,539	49,687	Swan	ditto	„	„	W. Fallows and others	86 6	16 5½	8 9	21	73	34	
1,540	49,688	Arrow	ditto	„	„	F. J. Leach	91 3	18 1	9 1	25	85	60	
1,541	47,060	Nelly	ditto	„	„	Thomas Vaughan	95 4	12 2	6 3	26	50	26	iron.
1,542	49,689	Emperor	ditto	1865	1865	James Mason	106 7	18 8	9 4	43	118	50	
1,543	49,690	Admiral	ditto	„	„	W. Fallows and others	93 2	17 2	9 0	26	82	40	
1,544	53,012	Nelly	ditto	„	„	Thomas Vaughan	114 2	15 1	7 0	57	91	26	iron.
1,545	53,011	Glengarry	ditto	1866	1866	Mary Walker	161 6	24 0	13 7	296	396	75	iron, screw.
1,546	53,014	Royal Charlie	ditto	„	„	William Duncan and others	113 0	14 6	5 8	25	62	30	iron.
1,547	53,015	Cobden	ditto	„	„	James Taylor	209 1	29 0	16 2	457	672	110	iron, screw.
1,548	53,016	Thomas Snowden	ditto	„	„	Thomas Snowden	200 0	29 2	15 9	480	707	120	iron, screw.
1,549	53,017	Frederick Snowden	ditto	„	„	- - ditto	200 0	29 2	15 9	480	707	120	iron, screw.
1,550	47,646	Friend of all Nations	ditto	„	„	Frederick J. Leach	80 1	17 8	9 4	17	74	30	
1,551	27,689	Pembrokeshire	Milford	1864	1860	Thomas Jackson	71 8	15 4	7 5	28	41	24	screw.
1,552	4,307	Lass of Gowrie	ditto	1866	1845	Hugh B. Watson and others	74 4	16 0	8 6	23	58	40	
1,553	–	*Ann and Jane	Newcastle	1825	1823	John Johnson	67 6 in.	16 11 in.	9 1 in.	27	–	–	
1,554	–	*Majestic	ditto	1826	1826	Robert Johnson and others	52 2 in.	14 8 in.	7 11 in.	21	–	–	
1,555	–	*Ocean	ditto	1834	1834	William Innis and another	57 10 in.	12 4 in.	6 0	18	–	–	
1,556	11,894	*John and William	ditto	1838	1838	George Cooper and others	70 8	14 5	8 2	23	64	30	
1,557	–	*XL	ditto	„	1827	Ralph Wilson	44 6 in.	11 0	6 4 in.	11	–	–	
1,558	–	*Prince Albert	ditto	1842	1842	Thomas Ellis	66 2	13 4	7 8	15	52	–	
1,559	7,267	*Laurel	ditto	1843	„	Mathew Harrison and another	70 0	11 7	6 1	19	38	15	
1,560	–	*Martello	ditto	„	1843	Campbell and Company	71 0	12 2	6 2	19	41	–	
1,561	–	*William and Mary	ditto	„	„	William Tase	73 7	15 6	8 7	25	76	–	
1,562	–	*Don	ditto	1845	1845	John Wilson	59 5	12 7	7 0	13	37	–	
1,563	–	*Mary	ditto	„	1833	William Bronn and others	52 3	12 4	6 8	11	32	–	
1,564	–	*Ranger	ditto	1847	1847	Anthony Strong	83 4	17 2	9 3	20	92	–	
1,565	4,999	*Margaret	ditto	„	1839	John Forster and another	55 7	12 8	6 9	13	37	20	
1,566	22,565	*Undaunted	ditto	1853	1853	George Read	71 7	13 3	7 4	10	42	–	

1,567	26,276	*John Bowes	ditto	1853	„	C. M. Palmer and another	148	9	25	7	15	6	375	486	70			
1,568	1,970	*Blessing	ditto	1854	1838	William Heads	59	9	13	7	7	7	12	47	–			
1,569	22,606	Waterman	ditto	„	1854	J. and R. Stark	65	3	13	4	7	3	11	37	18			
1,570	30,417	*Victoria	ditto	1855	1855	William Smith	119	4	22	2	14	0	78	274	180			
1,571	22,602	Lord Raglan	ditto	„	„	Tyne Steam Shipping Company (Limited)	190	3	27	1	13	9	351	516	86	iron, screw.		
1,572	22,965	Carbon	ditto	„	„	Thomas Headley and others	174	7	27	6	19	0	399	587	80	iron, screw.		
1,573	3,279	Otter	ditto	„	„	Tyne Steam Shipping Company (Limited)	188	2	25	0	15	7	322	473	80	iron, screw.		
1,574	7,269	Olive	ditto	1856	1848	John Swanston and others	75	4	13	8	6	7	14	39	18			
1,575	14,503	Alma	ditto	„	1855	R. Moore	73	0	13	9	7	0	12	41	20			
1,576	14,506	Blaydon	ditto	„	1856	Cowan and Douglas	72	9	14	4	7	6	10	45	20			
1,577	12,908	Wards	ditto	1857	1857	Robert Redhead and another	77	7	15	1	8	1	12	54	25			
1,578	15,650	Jarrow	ditto	„	„	C. M. Palmer	91	4	15	4	7	0	25	63	30			
1,579	7,255	William Cargill	ditto	„	1850	Crone and Archer	67	5	12	5	7	1	10	35	15			
1,580	20,255	Felling	ditto	„	1857	Jonathan Hall and others	69	2	13	7	7	6	11	40	20			
1,581	20,741	Sir Collin Campbell	ditto	1858	1858	G. R. Turnbull and another	73	8	14	9	7	0	13	47	22			
1,582	20,742	British Queen	ditto	„	1842	Robert Turnbull and another	63	0	15	7	7	4	16	50	18			
1,583	20,744	Mystery	ditto	„	1858	William Brown and others	74	4	14	7	7	8	10	50	21			
1,584	2,072	Honor	ditto	„	1853	John Lakey	69	4	13	9	7	0	11	38	18			
1,585	26,875	Rosamond	ditto	1859	1858	John Batey and others	71	7	14	5	7	0	12	47	21			
1,586	26,876	Pasha	ditto	„	„	Sir Samuel Cunard, Bart.	92	0	25	3	8	4	99	179	25	iron, screw.		
1,587	26,877	Towneley	ditto	„	„	Addison Potter and others	66	1	14	1	6	6	13	43	26	iron.		
1,588	27,896	Cygnet	ditto	„	1859	Charles Lodge	70	0	14	2	7	0	10	43	20			
1,589	27,897	Dart	ditto	„	1849	Robert Curry	71	1	13	9	6	8	9	36	18			
1,590	28,315	Pilot	ditto	1860	1860	T. B. Callenan and another	82	4	16	3	8	9	19	67	30			
1,591	27,898	Onward	ditto	„	„	William Armstrong	76	2	15	3	8	1	11	55	25			
1,592	22,618	Forrester	ditto	„	1840	John Dobson and another	75	0	13	0	6	0	11	37	18			
1,593	29,105	Mary	ditto	„	1860	John Lakey and others	71	4	14	2	7	6	17	45	30			
1,594	29,108	North Star	ditto	1861	1861	Henry Carr	74	0	15	6	8	0	18	54	25			
1,595	29,114	Harry Clasper	ditto	„	„	Tyne General Ferry Company	115	6	16	7	7	5	70	103	40	iron.		
1,596	29,116	Patriot	ditto	„	„	Hogg and Company	71	7	15	2	7	6	14	44	21			
1,597	2,174	Saint Clare	ditto	„	1853	Robert Forster	70	0	13	9	7	0	11	36	18			
1,598	29,119	Punch	ditto	„	1856	Tyne General Ferry Company	60	8	15	4	5	7	20	37	20	iron.		
1,599	29,121	Anthony Nichol	ditto	„	1861	Thomas Thompson and others	71	5	15	3	7	7	14	45	21			
1,600	26,963	Express	ditto	„	1848	Robert Tait and others	72	3	13	3	6	5	10	35	18			
1,601	29,122	Percy	ditto	„	1861	Denis Cunningham	66	8	12	5	6	8	10	33	18			
1,602	43,591	Alderman Ridley	ditto	„	„	Coleraine Town Commissioners	75	1	15	3	8	4	17	54	74			
1,603	43,595	Wansbeck	ditto	„	„	Tyne General Ferry Company	97	5	16	3	5	6	37	56	30	iron.		
1,604	3,620	Chevy Chase	ditto	„	1848	Tyne Steam Shipping Company	161	2	24	1	13	0	254	332	80	iron, screw.		
1,605	22,574	Elba	ditto	„	1855	General Steam Navigation Company	200	5	28	0	16	5	448	660	80	iron, screw.		
1,606	43,597	Briton	ditto	„	1861	Robert Moore	71	8	14	6	7	2	14	41	70	iron, screw.		
1,607	43,598	Prince of Wales	ditto	„	„	Charles Carr	75	3	15	3	8	1	15	50	22	iron.		
1,608	10,170	Chesapeake	ditto	„	1853	John Rogerson	74	8	15	2	8	2	40	64	25			
1,609	2,477	Collingwood	ditto	1862	1842	Robert Redhead and another	56	6	13	7	6	7	9	29	14			
1,610	43,611	Tynemouth	ditto	„	1862	Tyne General Ferry Company	94	0	14	2	6	2	33	49	20			
1,611	43,612	Montrose	ditto	„	„	John and Francis Batey	73	3	15	2	7	8	19	51	20			
1,612	43,613	Mary Jane	ditto	„	„	Tyne General Ferry Company	94	0	14	3	6	2	34	49	24	iron.		
1,613	15,710	Dart	ditto	„	1844	- - ditto	71	5	12	6	6	1	16	35	15			
1,614	43,618	Ravenna	ditto	„	1862	Antonio Gabrielli	62	0	12	5	7	8	14	34	25	iron, screw.		
1,615	43,619	Newcastle	ditto	„	„	Tyne General Ferry Company	94	0	14	3	6	2	34	49	20	iron.		

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,616	43,620	James Mason	Newcastle - 1862	1862	F. J. Barry	82 1	16 0	8 7	25	66	35	
1,617	7,299	Amazon	ditto - „	1856	Hopper Jopling	72 6	13 9	7 1	12	42	20	iron.
1,618	45,148	Walker	ditto - „	1862	Tyne General Ferry Company	94 0	14 3	6 2	34	49	20	
1,619	2,108	Marshall	ditto - „	1852	Robert Lough, senior and junior	67 0	14 2	6 8	9	33	17	
1,620	14,510	Kitten	ditto - „	1856	Tyne Steam Shipping Company (Limited)	50 0	17 1	5 9	11	25	20	iron.
1,621	7,263	Brigadier	ditto - „	1855	- - ditto	170 3	24 7	13 6	302	444	70	iron, screw.
1,622	25,362	Gemariah	ditto - 1863	1834	R. Tweddell and another	58 4	15 0	7 9	13	40	23	
1,623	45,158	Mulgrave	ditto - „	1863	C. M. Palmer	131 2	25 0	12 0	203	270	40	iron, screw.
1,624	2,165	Rainbow	ditto - „	1854	J. Hopper, junior	70 7	14 1	6 8	14	37	17	
1,625	45,160	Robert Chambers	ditto - „	1863	Tyne General Ferry Company	96 4	14 1	6 6	35	51	20	iron.
1,626	45,161	Gateshead	ditto - „	„	- - ditto	96 4	14 1	6 6	35	51	20	iron.
1,627	45,162	Cowen	ditto - „	1859	Tyne Improvement Commissioners	84 2	17 2	9 1	24	79	35	
1,628	45,163	Commissioner	ditto - „	1862	- - ditto	90 6	19 5	9 5	34	102	45	
1,629	45,164	Progress	ditto - „	1863	- - ditto	85 2	17 8	9 2	22	82	38	
1,630	45,165	R. T. C. (No. 1)	ditto - „	1862	- - ditto	99 6	28 0	11 3	139	239	22	iron, screw.
1,631	45,166	Louise Crawshay	ditto - „	1863	Tyne General Ferry Company	96 4	14 1	6 6	35	51	20	iron.
1,632	47,764	Joseph Straker	ditto - „	„	J. Straker and others	203 3	28 2	16 0	573	714	90	iron, screw.
1,633	47,774	Admiral	ditto - 1864	1864	Tyne Steam Shipping Company (Limited)	207 5	26 0	14 7	509	626	120	iron, screw.
1,634	29,106	Sentinel	ditto - „	1860	- - ditto	192 0	24 3	13 6½	402	551	100	iron, screw.
1,635	47,779	Mercury	ditto - „	1864	C. M. Palmer and others	200 3	28 1½	16 9½	562	727	90	iron, screw.
1,636	47,780	Heaton Hall	ditto - „	„	Addison Potter	200 4	28 1	17 0½	562	727	90	iron, screw.
1,637	28,314	Charlotte Anne Williamson.	ditto - „	1860	Tyne General Ferry Company	114 4	16 6	7 0	50	82	40	iron.
1,638	3,785	Vespers	ditto - „	1841	Thomas Burrell	59 5	12 9	6 6	12	31	9	
1,639	49,614	Black Swan	ditto - „	1864	T. E. Smith and others	179 1	27 3	14 7½	443	561	70	iron, screw.
1,640	49,618	William and Jane	ditto - „	1863	William Robson	42 9	14 6	4 7	13	17	3	screw.
1,641	49,621	North Eastern	ditto - „	1864	Thomas Nicholson	50 0	16 6	5 5	20	26	9	screw.
1,642	49,627	Judy	ditto - „	„	Tyne General Ferry Company	66 0	15 8	5 8	15	42	16	iron.
1,643	29,722	Royal Charlie	ditto - „	1861	Robert Redhead and another	71 1	15 0	8 0	17	48	20	
1,644	49,632	Eliza	ditto - „	1864	Tyne General Ferry Company	96 1	13 9	6 3	36	51	20	iron.
1,645	12,141	Isle of Arran	ditto - „	1838	W. Adamson and others	129 4	19 3	10 0½	111	138	30	screw.
1,646	49,634	Bebside	ditto - „	1864	George Foster and another	185 0	28 0	16 1	449	596	80	iron, screw.
1,647	22,642	Newcastle	ditto - „	1847	Andrew Guthrie and others	75 9	13 6	6 2	12	36	18	
1,648	49,635	Brancepeth	ditto - „	1864	Joseph Straker and others	203 0	28 0	16 6	595	747	90	iron, screw.
1,649	49,641	Dragoon	ditto - „	„	Tyne Steam Shipping Company (Limited)	199 8	28 0½	17 4	579	744	95	iron, screw.
1,650	49,643	Fusilier	ditto - „	„	- - ditto	154 0	21 4	13 1½	239	323	50	iron, screw.
1,651	49,644	Willington	ditto - „	„	C. D. Barker	110 0	19 2	10 8	85	151	65	
1,652	49,645	Wyvern	ditto - „	„	C. Hutchinson and others	203 0	28 1	17 4½	587	755	98	iron, screw.

1,655	21,286	Bon Accord	-	-	ditto	-	,,	1858	J. P. Nicholson	-	-	-	-	-	74	0	14	9	7	6	11	45	20	iron.
1,656	51,351	Jarrow	-	-	ditto	-	,,	1865	Tyne General Ferry Company	-	-	-			95	8	13	9	6	5	36	51	20	
1,657	51,354	Margaret	-	-	ditto	-	,,	,,	- - ditto	-	-	-	-	-	95	8	13	9	6	5	36	51	20	iron.
1,658	28,323	Garibaldi	-	-	ditto	-	,,	1860	- - ditto	-	-	-	-	-	89	6	16	0	6	3	36	51	20	iron.
1,659	51,356	Busy Bee	-	-	ditto	-	,,	1865	W. D. Stephens	-	-	-	-	-	202	1	28	2	17	0	36	55	20	iron.
1,660	51,358	Magna Charta	-	-	ditto	-	,,	,,	John Joicey and others	-	-	-	-	-	201	7	28	5	17	5	598	771	99	iron, screw.
1,661	51,357	New Pelton	-	-	ditto	-	,,	,,	Richard Cory and others	-	-	-	-	-	180	4	28	0	17	1	592	764	90	iron, screw.
1,662	51,360	John Edwin	-	-	ditto	-	,,	,,	Tyne General Ferry Company	-	-	-			95	8	13	9	6	5	488	630	80	iron, screw.
1,663	51,362	Earl Percy	-	-	ditto	-	,,	,,	- - ditto	-	-	-	-	-	212	0	28	2	13	0	36	51	20	iron.
1,664	51,368	Mary Nixon	-	-	ditto	-	,,	,,	John Nixon and another	-	-	-	-	-	201	0	28	0	17	4	573	715	120	iron, screw.
1,665	51,366	Saint Oswin	-	-	ditto	-	,,	,,	James Hall and others	-	-	-	-	-	210	8	28	0	17	5	587	758	90	iron, screw.
1,666	51,367	Charles Mitchel	-	-	ditto	-	,,	,,	John Straker and others	-	-	-	-	-	205	4	28	3	16	6	624	780	95	iron, screw.
1,667	51,370	Wrecker	-	-	ditto	-	,,	,,	William Rogerson	-	-	-	-	-	75	2	18	0	6	9	597	738	90	iron, screw.
1,668	51,374	Grenadier	-	-	ditto	-	,,	,,	Tyne Steam Shipping Company (Limited)	-	-	-			211	4	28	0	13	0	52	65	10	iron, screw.
1,669	51,371	Sarah Rogerson	-	-	ditto		,,	,,	Tyne General Ferry Company	-	-	-			95	8	13	9	6	5	569	712	120	iron, screw.
1,670	3,693	Robert and Jane	-	-	ditto	-	,,	1847	Mathew Dent	-	-	-	-	-	67	5	12	7	6	1	36	51	20	iron.
1,671	51,377	Dudley	-	-	ditto	-	,,	1865	T. E. Smith and others	-	-	-	-	-	198	0	28	0	16	0	10	28	15	
1,672	29,735	Wizard	-	-	ditto	-	,,	1861	William Brown and others	-	-	-	-	-	71	7	15	5	8	5	536	696	90	iron, screw.
1,673	51,379	Hussar	-	-	ditto	-	,,	1865	Tyne Steam Shipping Company (Limited)	-	-	-			94	4	17	9	9	4	15	55	25	
1,674	28,287	Fairy Queen	-	-	ditto	-	1866	1860	William H. Scott and another	-	-	-	-	-	173	3	23	0	12	0	33	87	50	
1,675	51,369	Archimedes	-	-	ditto	-	,,	1865	William Hawthorn and others	-	-	-	-	-	239	9	32	8	17	3	235	345	70	iron, screw.
1,676	51,384	Chaucer	-	-	ditto	-	,,	1866	Cuthbert Hutchinson and others	-	-	-	-	-	211	4	28	5	17	0	882	1,086	140	iron, screw.
1,677	51,385	St. Bede	-	-	ditto	-	,,	,,	William Milburn and others	-	-	-	-	-	201	4	28	1	17	4	633	786	98	iron, screw.
1,678	7,627	Joseph and William	-		ditto	-	,,	1845	William Burrell	-	-	-	-	-	65	3	13	6	8	0	583	748	90	iron, screw.
1,679	51,386	T. E. Forster	-	-	ditto	-	,,	1866	James Southern and others	-	-	-	-	-	198	3	28	4	15	8	13	41	18	
1,680	51,388	Constantine	-	-	ditto	-	,,	,,	Charles Mitchell and others	-	-	-	-	-	204	9	28	3	16	6	472	694	90	iron, screw.
1,681	51,391	Iona	-	-	ditto	-	,,	,,	Tyne Steam Shipping Company (Limited)	-	-	-			76	6	16	4	9	2	608	700	90	iron, screw.
1,682	26,878	Boston	-	-	ditto	-	,,	1859	John D. Bootiman	-	-	-	-	-	71	0	14	3	7	7	16	67	27	
1,683	51,393	Phœnix	-	-	ditto	-	,,	1866	William Henry Scott	-	-	-	-	-	59	4	19	8	6	7	12	48	24	
1,684	51,394	Threvethick	-	-	ditto	-	,,	1866	J. E. Coulman and others	-	-	-	-	-	201	6	28	1	17	4	24	39	8	screw.
1,685	51,395	Gosforth	-	-	ditto	-	,,	,,	William Milburn and others	-	-	-	-	-	214	5	29	2	17	5	599	767	99	iron, screw.
1,686	51,396	Hero	-	-	ditto	-	,,	,,	Charles A. Schlesinger and another	-	-	-	-	-	150	2	24	7	14	6	662	833	100	iron, screw.
1,687	51,399	Thomas Gillespy	-		ditto	-	,,	,,	John Elliott and others	-	-	-	-	-	200	0	28	1	16	0	261	383	65	iron, screw.
1,688	56,041	Excelsior	-	-	ditto	-	,,	,,	Joseph Y. Hawdon	-	-	-	-	-	52	2	16	6	5	7	470	691	90	iron, screw.
1,689	56,042	John Middleton	-		ditto	-	,,	,,	William Milburn	-	-	-	-	-	212	0	28	1	17	4	20	29	5	screw.
1,690	51,365	Wentworth	-	-	ditto	-	,,	1865	Thomas E. Smith and others	-	-	-	-	-	148	0	24	7	13	2	525	772	98	iron, screw.
1,691	56,044	Easington	-	-	ditto	-	,,	1866	Palmer's Shipbuilding and Iron Company (Limited).						130	2	25	3	12	8	240	353	48	iron, screw.
1,692	45,651	Sussex	-	-	Newhaven		1862	1862	London, Brighton, and South Coast Railway Company	-	-	-	-	-	110	0	17	8	9	9	191	281	45	iron, screw.
1,693	45,652	Normandy	-	-	ditto	-	1863	1863	- - ditto	-	-	-	-	-	112	6	17	9	10	2	93	135	32	iron, screw.
1,694	50,311	Marseilles'	-	-	ditto	-	1864	1864	- - ditto	-	-	-	-	-	213	9	23	4	11	3	107	149	32	iron, screw.
1,695	16,992	Orleans	-	-	ditto	-	,,	1856	- - ditto	-	-	-	-	-	187	2	21	6	9	9	296	394	180	iron.
1,696	16,991	Lyons	-	-	ditto	-	,,	,,	- - ditto	-	-	-	-	-	189	2	21	8	9	9	138	270	160	iron.
1,697	50,314	Bordeaux	-	-	ditto	-	1865	1865	- - ditto	-	-	-	-	-	214	0	23	7	10	8	139	269	160	iron.
1,698	22,673	Victoria	-	-	ditto	-	1866	1859	George W. Willett	-	-	-	-	-	81	5	16	5	4	9	293	419	200	iron.
1,699	10,691	*Phœnix	-	-	Newport	-	1851	1848	Charles Hall	-	-	-	-	-	83		15	7	9	2	16	66	30	
1,700	13,002	Carrs	-	-	ditto	-	1855	1852	Samuel Homfray	-	-	-	-	-	72		13	9	7	7	36	92	50	
																					19	54	35	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. *10ths.*	*Feet.* *10ths.*	*Feet.* *10ths.*				
1,701	26,800	Thomas Powell	Newport - 1856	1856	W. J. Kingsbury and others	161 6	25 5	14 6	272	401	70	iron, screw.
1,702	49,697	Isca	ditto - 1864	1864	Ann Burton and another	82 8	16 0½	7 3	52	65	20	iron, screw.
1,703	45,490	Superb	ditto - 1866	1853	Robert C. Magub	102 6	18 2	9 4	44	64	55	iron.
1,704	18,058	Florence Nightingale	ditto - „	1857	- - ditto	79 4	15 8	8 6	11	49	30	
1,705	13,864	Duke of Buccleuch	Penzance - 1859	1830	James Bennett	77 1	13 3	7 8	20	49	15	
1,706	5,734	*Queen	Plymouth 1846	1845	Devon and Cornwall Tamar Steam Packet Company (Limited).	68 5	13 5	7 0	29	52	28	
1,707	5,669	Lord Yarborough	ditto - 1852	1826	James Blackmore and others	86 2	12 3	9 3	36	79	60	
1,708	5,722	Gipsy	ditto - 1855	1845	St. German's and Saltash Steamboat Company	72 0	12 2	6 5	29	46	22	iron.
1,709	23,310	Emperor	ditto - 1856	1842	Devon and Cornwall Tamar Steam Packet Company.	89 1	14 0	6 9	46	73	32	iron.
1,710	19,786	Fairy	ditto - 1857	1857	St. German's and Saltash Steamboat Company	98 9	14 4	6 0	37	59	40	
1,711	15,975	Willington	ditto - „	1856	Devon and Cornwall Tamar Steam Packet Company (Limited).	84 0	17 0	9 2	13	75	40	
1,712	13,861	Earl of Malmesbury	ditto - 1858	1825	Earl of Mount Edgcumbe	107 4	17 2	9 7	59	109	50	
1,713	9,066	Mystery	ditto - 1859	1845	W. S. Andrews	79 5	11 0	7 0	24	36	40	iron, screw.
1,714	21,528	Princess	ditto - 1861	1844	Devon and Cornwall Tamar Steamboat Company (Limited).	110 5	14 0	7 5	44	69	40	iron.
1,715	44,344	Volunteer	ditto - 1862	1862	Robinson Ridley	86 2	16 3	7 1	31	59	45	
1,716	13,941	Contractor	ditto - 1863	1849	H. Lee and another	85 9	16 7	9 5	35	85	40	
1,717	53,053	Aerial	ditto - 1865	1865	Tamar and Tavy Steam Ship Company (Limited).	115 0	14 1	4 0	31	43	26	iron.
1,718	15,670	Secret	ditto - 1866	1850	Thomas J. Stevens and others	96 6	18 3	10 5	45	62	100	
1,719	13,271	Purbeck	Pool - 1850	1850	W. J. Pike and another	72 0	13 0	6 7	22	47	20	iron.
1,720	44,286	Royal Albert	ditto - 1864	1862	Charlotte Fayle	78 4	16 5	8 5	9	58	30	
1,721	19,683	Her Majesty	Portsmouth 1851	1850	Portsmouth and Ryde Steam Packet Company	129 1	14 0	7 2	49	75	40	iron.
1,722	19,687	*Princess Royal	ditto - „	„	- - ditto	107 6	13 2	8 3	57	87	40	
1,723	19,684	*Prince of Wales	ditto - „	„	- - ditto	107 6	13 2	8 3	57	87	40	
1,724	19,685	*Prince Albert	ditto - „	1847	- - ditto	96 0	12 4	8 1	46	67	50	
1,725	19,680	*Ranger	ditto - 1853	1851	William Ray	72 5	14 8	8 6	22	44	35	
1,726	27,721	Prince Consort	ditto - 1859	1859	Portsmouth and Ryde United Steam Packet Company.	154 5	15 1	6 7	65	104	60	iron.
1,727	19,412	Monarch	ditto - 1862	1835	E. T. Frazer	68 0	14 4	7 6	9	48	28	
1,728	16,161	Isabella	ditto - 1864	1856	J. T. Crampton	76 2	15 5	8 6	9	58	30	
1,729	48,894	Princess of Wales	ditto - 1865	1865	Portsmouth and Ryde United Steam Packet Company.	140 0	16 0	6 9	79	114	50	iron.
1,730	49,776	Victoria	ditto - 1866	1865	John T. Crampton	87 2	18 5	9 4	24	61	35	
1,731	49,786	Robin Hood	ditto - „	„	John T. Leather	85 6	17 8	8 8	26	56	35	iron.

1,734	14,922	Alice	ditto	„	1843	J. C. Smith and others	56	0	13	0	6	9	10	34	16		
1,735	45,671	Minnow	ditto	1864	1858	William Allsup	119	8	14	3	7	0	43	68	40	iron.	
1,736	45,672	Kate	ditto	„	1861	Andrew Leighton	37	0	8	8	4	6	6	10	10	screw.	
1,737	26,142	Jabez Bunting	ditto	1865	1849	William Allsup	73	4	16	0	-	-	24	61	35		
1,738	19,965	*Stour	Ramsgate	1848	1848	Corporation of Sandwich	57	8	12	5	6	6	10	31	19		
1,739	20,086	City of Rochester	Rochester	1849	1849	Giles and Boucher	123	0	14	0	7	7	46	73	40		
1,740	25,451	*Alma	ditto	1855	1855	- - ditto	118	4	12	7	6	6	48	69	32		
1,741	14,882	Don	ditto	1861	1851	- - ditto	76	4	15	2	7	9	18	54	30		
1,742	18,053	Lass o'Gowrie	ditto	1862	1856	W. W. Ford	79	6	16	7	9	0	12	65	27		
1,743	45,514	Gazelle	ditto	1863	1860	W. Hayman	47	3	6	7	3	9	5	9	16	iron, screw.	
1,744	55,161	Lee	ditto	1866	1866	William Lee and another	101	0	18	8	7	4	63	89	26		
1,745	55,163	William Hayman	ditto	„	„	Maltman W. Shaw and others	200	0	28	1	15	8	521	663	90	iron, screw.	
1,746	9,410	Lee	ditto	„	1840	James Habgood	85	3	18	0	6	4	44	70	45	iron.	
1,747	55,176	Medway	ditto	1866	1866	William Haymen	78	2	16	6	5	8	55	60	30	iron, screw.	
1,748	20,230	*Erin	Rye	1854	1851	Commissioners of Rye Harbour	74	5	13	4	7	3	21	52	28		
1,750	44,310	Kate	Scarborough	1865	1862	Harcourt Johnstone and others	73	2	16	0	8	5	16	40	32		
1,749	19,050	Little Western	Scilly	1858	1858	T. J. Buxton and others	115	9	18	5	9	4	67	115	35	iron, screw.	
1,751	14,572	*Waterston	Shields	1848	1848	E. M. Mathews	66	3	13	4	8	1	16	51	23		
1,752	2,449	*Britannia	ditto	1849	1849	Pearson and Company	71	4	14	8	8	5	19	63	30		
1,753	4,989	*Northumberland	ditto	1850	1837	North and South Shields Ferry Company	65	9	16	6	8	4	18	74	33		
1,754	2,443	*Blyth	ditto	1851	1851	W. J. Sydney and another	71	0	14	8	8	3	23	63	26		
1,755	10,168	*Conqueror	ditto	„	„	William Hall	75	0	14	5	8	7	25	69	30		
1,756	2,020	*Grace Darling	ditto	„	„	William Cowry	61	6	10	9	6	4	11	28	12		
1,757	26,138	*Victory	ditto	„	„	John Pleetts	78	3	15	8	8	8	23	77	36		
1,758	40,171	*Tam O'Shanter	ditto	„	„	Robert Chisholme	74	8	14	6	8	9	19	66	30		
1,759	12,109	*Vigilant	ditto	1852	„	Marquis of Titchfield	78	0	16	2	9	1	33	89	50		
1,760	- -	*Henry Wright	ditto	„	„	H. G. Graham and another	93	8	18	0	9	7	42	113	50		
1,761	7,643	*Roberts and Ann	ditto	„	1843	Timothy Sargenson	66	2	14	3	8	0	18	57	26		
1,762	26,140	*Welcome	ditto	„	1847	Edward Scott	67	2	14	4	8	1	14	55	29		
1,763	10,174	*Avenger	ditto	1853	1848	Alexander Petrie	75	9	14	9	8	8	22	54	–		
1,764	15,259	*John Lee	ditto	„	1847	Andrew Armour and others	60	0	12	9	7	1	10	36	18		
1,765	7,633	*Test	ditto	„	1853	A. R. Grant	79	5	15	5	9	2	31	82	35		
1,766	10,179	*Economy	ditto	„	1848	William Minto	65	0	13	8	7	9	17	51	26		
1,767	4,963	*Margaret and Mary	ditto	„	1837	J. Pearson	57	8	14	1	7	2	14	43	20		
1,768	10,165	*Harmony	ditto	„	1847	Henry Strachan	66	1	13	2	8	0	14	48	20		
1,769	2,083	*Brilliant	ditto	„	1849	Brown and Company	62	3	12	3	7	0	14	38	13		
1,770	7,645	*Albion	ditto	„	1852	R. Dawson and another	69	8	14	6	8	2	18	59	25		
1,771	2,450	*Netherton	ditto	„	1838	W. Purdy and others	60	5	13	8	7	3	13	45	20		
1,772	- -	*Queen	ditto	„	1854	William Scott	81	2	13	6	7	4	63	83	–		
1,773	2,038	*Rob Roy	ditto	1855	1855	James Cowperthwaite	73	2	13	3	7	5	20	50	20		
1,774	2,166	Brothers	ditto	„	„	James Wetherall and another	82	0	16	0	8	0	28	81	35		
1,775	2,115	William and Mary	ditto	„	„	Richard Dixon	71	2	14	6	7	5	21	54	20		
1,776	2,155	British Warrior	ditto	„	„	William Bell and others	76	3	15	0	8	1	27	65	26		
1,777	22,641	Princess	ditto	„	1841	H. Stewart and another	72	6	12	4	6	7	15	41	16		
1,778	15,260	Sir George Grey	ditto	1856	1856	John Caldwell and others	84	0	16	0	9	0	49	78	40		
1,779	17,044	Expert	ditto	„	„	J. R. Lawson	75	2	15	3	8	0	10	52	25		
1,780	17,043	Enterprize	ditto	„	„	P. Cooper and Company	80	8	15	5	8	0	10	60	30		
1,781	17,058	Apollo	ditto	„	„	George Burnett and another	78	6	15	9	9	5	17	63	30		

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*			
1,782	18,059	Earl Percy	Shields - 1857	1857	Robert Lough	81 0	16 0	8 7	13	63	30
1,783	10,106	Thomas and Mary	ditto - „	„	Thomas Dawson & Son	83 7	17 6	9 3	12	77	43
1,784	13,313	Restless	ditto - „	„	Mary Brookbank	81 4	16 8	8 0	17	68	30
1,785	13,315	Alacrity	ditto - „	„	Robert Ray	75 8	15 0	8 0	11	56	26
1,786	14,958	Chanticleer	ditto - „	„	B. Pearson and another	75 8	15 0	8 4	12	54	25
1,787	15,992	Bests	ditto - „	„	A. Bullock and another	77 0	16 0	8 0	9	62	28
1,788	19,394	Lass o'Gowrie	ditto - „	„	Lamb and Verdy	80 9	16 0	8 5	14	62	30
1,789	19,389	Fury	ditto - „	„	Jacob and Robert Tweedy	80 7	17 1	9 0	16	69	30
1,790	8,945	Goliah	ditto - „	1854	T. B. and C. D. Barker	80 5	15 9	8 8	13	64	33
1,791	20,438	Lion	ditto - 1858	1858	- - ditto	85 4	16 0	9 0	17	75	37
1,792	21,457	Champion	ditto - „	„	J. R. Lawson	79 6	15 8	8 7	18	61	30
1,793	21,458	Bull Dog	ditto - „	„	R. Russell and others	78 9	16 1	8 5	13	61	30
1,794	21,740	Amelia	ditto - „	„	Thomas Dawson and others	82 3	16 4	9 0	16	69	36
1,795	19,681	Chieftain	ditto - „	1850	C. Charlton and another	70 3	15 0	8 3	13	47	26
1,796	22,668	Imperial Prince	ditto - ,	1858	George Chisholme and another	80 0	15 0	9 5	16	63	25
1,797	27,351	Echo	ditto - 1859	1859	William Gibson	81 6	16 0	8 0	14	66	30
1,798	27,370	Robert Pow	ditto - „	„	Henry Gibson and others	85 8	16 7	8 0	19	68	30
1,799	27,700	Samson	ditto - „	„	William Milburn and others	81 9	16 3	9 0	18	68	35
1,800	27,702	John Usher	ditto - „	„	Joseph Ostens and another	85 0	17 3	9 0	23	74	35
1,801	27,704	Liberty	ditto - „	„	Thomas Vardy and another	80 3	14 9	8 0	20	57	30
1,802	27,713	J. P. Almond	ditto - 1860	1860	Sarah Crawford	76 6	15 6	8 0	16	57	25
1,803	27,715	Vigilant	ditto - „	„	George Stephenson and another	77 0	16 1	8 6	14	56	25
1,804	28,752	Hope	ditto - „	„	Thomas Smith	68 5	14 5	7 0	15	26	20
1,805	28,576	Home	ditto - „	„	John Armstrong	79 4	15 7	8 0	15	58	26
1,806	28,588	Tynemouth	ditto - „	„	William Joplin and others	75 0	14 8	7 0	12	46	25
1,807	4,978	Hercules	ditto - „	1846	William Minto and others	74 2	16 2	8 3	10	53	25
1,808	2,296	Engineer	ditto - 1861	1853	Robert Chater and others	72 3	14 5	7 9	12	46	24
1,809	29,703	Northern Light	ditto - „	1861	John Bewick and others	92 8	17 7	9 5	33	92	38
1,810	29,708	Renard	ditto - „	„	George Wharrier and another	81 0	16 6	9 1	22	68	29
1,811	19,384	Gipsy Queen	ditto - „	1857	Philip Cleudon	74 5	15 2	7 8	11	47	24
1,812	4,996	Onyx	ditto - „	1847	Anthony Potts	68 6	14 5	7 9	13	44	24
1,813	27,365	Rapid	ditto - „	1859	Robert Gray and others	78 0	15 6	8 5	15	58	28
1,814	29,717	British Hero	ditto - „	1861	Joseph Watson and others	79 5	16 9	8 8	18	64	28
1,815	44,283	Sunbeam	ditto - 1862	1862	Benjamin Pearson and another	76 5	16 1	8 3	15	42	25
1,816	2,311	Lion	ditto - „	1845	Thomas Legg	66 1	15 0	8 0	9	45	22
1,817	44,297	Britannia	ditto - „	1862	William Reveley and others	78 5	16 4	9 1	18	65	29
1,818	44,306	Warrior	ditto - „	„	Robert Thompson and others	78 5	16 5	8 6	20	63	26
1,819	44,313	Marseille	ditto - „	„	Alexander Collie	84 7	17 8	9 4	30	83	36

1,821	12,685	Sir Walter Scott	-	ditto	-	1863	1857	Luke Barrett	-	-	-	-	72	2	16	4	8	0	16	57	30	
1,822	45,602	Excelsior	-	ditto	-	,,	1863	G. Oyston and others	-	-	-	-	82	0	17	3	8	9	24	73	30	
1,823	45,603	Bob Chambers	-	ditto	-	,,	,,	Henry Newbolt and another	-	-	-		92	2	17	7	9	0	33	86	35	
1,824	45,607	Renown	-	ditto	-	,,	,,	Henry Anderson and another	-	-	-		85	6	17	5	9	5	26	88	45	
1,825	6,911	Elswick	-	ditto	-	,,	1848	J. Gray	-	-	-	-	71	6	15	5	8	0	11	48	20	
1,826	45,616	Tyne	-	ditto	-	,,	1863	H. Taylor and others	-	-	-	-	180	3	27	3	15	7	452	569	70	iron, screw.
1,827	26,950	Wonder	-	ditto	-	,,	1854	James Stoker	-	-	-	-	74	6	14	7	7	8	10	47	25	
1,828	28,589	Northumberland	-	ditto	-	,,	1860	Tyne Improvement Commissioners	-	-			82	2	23	4	7	5	41	103	37	iron.
1,829	29,721	Percy	-	ditto	-	,,	1861	- - ditto	-	-	-	-	59	5	15	0	6	0	12	35	18	
1,830	24,414	Favorite	-	ditto	-	,,	1848	- - ditto	-	-	-	-	54	3	12	0	6	1	5	24	9	
1,831	45,622	Ganges	-	ditto	-	,,	1863	P. Clendon	-	-	-	-	81	8	16	9	9	1	16	69	35	
1,832	2,161	John Hutton	-	ditto	-	,,	1854	A. Strong and others	-	-	-	-	70	6	14	3	7	0	6	42	20	
1,833	4,990	Tyne	-	ditto	-	,,	1850	Tyne Improvement Commissioners	-	-			75	8	22	2	8	0	29	90	36	
1,834	4,991	Durham	-	ditto	-	,,	1830	- - ditto	-	-	-	-	70	0	27	8	8	3	21	72	32	
1,835	45,625	Wilberforce	-	ditto	-	,,	1863	C. O. Young and others	-	-	-	-	82	4	16	9	9	0	20	72	30	
1,836	45,633	Rapid	-	ditto	-	1864	1864	John Heads and another	-	-	-	-	82	0	17	1	9	3	19	74	31	
1,837	45,637	Chip Chase	-	ditto	-	,,	,,	Hugh Taylor and others	-	-	-	-	181	3	27	0	15	6	428	540	70	iron, screw.
1,838	49,741	Mariner	-	ditto	-	,,	,,	George Stokel and another	-	-	-	-	84	3	16	3	8	9	24	70	30	
1,839	21,287	Venture	-	ditto	-	,,	1858	Peter Cunningham	-	-	-	-	76	7	15	0	8	4	9	52	27	
1,840	49,749	Jonathan Blacklock		ditto	-	,,	1864	J. Blacklock and others	-	-	-	-	81	2	17	5	9	1½	22	76	31	
1,841	44,294	Effort	-	ditto	-	,,	1862	Thomas Dixon	-	-	-	-	70	7	14	5	7	6½	14	44	18	
1,842	29,867	Favourite	-	ditto	-	,,	1860	James Dodds	-	-	-	-	70	5	14	7	7	6	10	42	25	
1,843	44,312	Pearl	-	ditto	-	1865	1862	Henry Procter and others	-	-	-	-	81	4	17	4	9	1	21	74	31	
1,844	14,507	Normanby	-	ditto	-	,,	1855	T. B. Morton	-	-	-	-	151	6	22	8	13	2	245	314	50	iron, screw.
1,845	49,766	Empress	-	ditto	-	,,	1865	William Bengall and others	-	-	-		89	4	18	1	9	4	30	91	36	
1,846	49,777	Robert Burns	-	ditto	-	,,	,,	Andrew Bain	-	-	-	-	86	6	18	5	9	4	27	86	35	
1,847	49,771	Privateer	-	ditto	-	,,	,,	Joseph Ostens and another	-	-	-		89	0	18	0	9	0	28	89	35	
1,848	49,783	Rock Light	-	ditto	-	,,	,,	John Heads and another	-	-	-	-	127	0	20	0	11	4	88	181	86	iron.
1,849	15,773	Contest	-	ditto	-	,,	1856	William Minto	-	-	-	-	77	5	16	6	8	8	14	64	30	
1,850	18,060	Olive Branch	-	ditto	-	,,	1857	Thomas Stoker	-	-	-	-	75	3	15	2	8	0	12	54	26	
1,851	53,439	Rambler	-	ditto	-	,,	1865	William Dodds and another	-	-	-		76	6	16	1	9	2	15	63	29	
1,852	53,440	Perthshire	-	ditto	-	,,	,,	James Oates and others	-	-	-	-	74	0	16	4	9	0	14	60	29	
1,853	53,437	William	-	ditto	-	,,	,,	Joseph Honeyman	-	-	-	-	85	7	17	0	9	2	27	80	34	
1,854	29,709	Heather Bell	-	ditto	-	,,	1861	Alexander Scott and another	-	-	-		73	4	15	1	7	5	16	45	20	
1,855	29,707	Stranger	-	ditto	-	,,	,,	John Harrison and others	-	-	-	-	80	0	16	5	9	0	20	67	30	
1,856	53,442	Walker	-	ditto	-	,,	1865	Joseph Ostens	-	-	-	-	85	9	18	3	9	0	28	85	34	
1,857	53,444	Little John	-	ditto	-	,,	,,	C. O. Young and others	-	-	-	-	78	4	17	0	9	0	20	70	35	
1,858	53,446	Blue Bonnet	-	ditto	-	1866	1866	Thomas Spence and others	-	-	-	-	82	6	17	1	9	1	19	75	34	
1,859	10,166	Lees	-	ditto	-	,,	1853	Francis Stafford and another	-	-	-		74	5	14	3	8	4	14	50	25	
1,860	53,451	Terrier	-	ditto	-	,,	1866	Andrew Brown and others	-	-	-	-	79	5	16	6	9	0	19	70	39	
1,861	52,849	Miranda	-	ditto	-	,,	1860	N. Salamon	-	-	-	-	64	0	11	6	6	7	19	34	16	iron, screw.
1,862	21,452	Lifeguard	-	ditto	-	,,	1858	William Hall and another	-	-	-	-	79	7	16	2	8	6	12	60	29	wood.
1,863	53,449	Ospray	-	ditto	-	,,	1866	A. R. Grant and another	-	-	-		84	2	17	2	9	2	21	79	34	
1,864	28,571	Blue Jacket	-	ditto	-	,,	1860	William Best and another	-	-	-	-	85	7	17	4	9	0	23	76	40	wood.
1,865	53,452	Wallsend	-	ditto	-	,,	1866	John Turner and another	-	-	-	-	86	0	17	5	9	1	26	80	32	
1,866	27,359	Vixen	-	ditto	-	,,	1859	George Wharrier and another	-	-	-		81	2	16	0	9	1	19	66	30	wood.
1,867	16,791	Tyne	-	ditto	-	,,	1857	Robert Mann	-	-	-	-	84	0	16	3	8	6	11	67	35	
1,868	53,456	Orient	-	ditto	-	,,	1866	Thomas Hunter and others	-	-	-	-	76	4	15	1	8	8	18	58	30	
1,869	53,462	Ranger	-	ditto	-	,,	,,	Peter M. Stephenson and others	-	-	-		77	4	16	7	9	0	15	64	26	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,870	53,460	Unity	Shields - 1866	1866	William Bengall and others	79 7	17 4	9 2	17	72	31	
1,871	12,597	Telegraph	ditto - ,,	1857	William Wright and others	79 5	15 8	8 9	13	61	30	
1,872	7,261	Ovington	ditto - ,,	1838	William Dial and another	63 5	13 9	7 2	14	41	20	
1,873	15,999	Gosforth	ditto - ,,	1857	John Coulson	75 8	14 9	7 9	13	52	26	
1,874	53,473	Collingwood	ditto - ,,	1866	Hugh Taylor and another	195 6	27 2	15 2	415	611	100	iron.
1,875	6,362	Vigilant	ditto - ,,	1848	William Brown	77 9	16 9	9 0	78	67	40	
1,876	49,779	Bull Dog	ditto - ,,	1866	Hugh Taylor and another	99 6	20 1	7 1	76	100	40	iron and twin screw.
1,877	53,476	Gladiateur	ditto - ,,	,,	John Wilson	83 2	16 7	9 2	14	70	35	
1,878	53,478	Lanercost	ditto - ,,	,,	Charles O. Young and another	111 7	18 8	10 5	47	132	50	
1,879	53,479	Achievement	ditto - ,,	,,	Charles O. Young	102 6	18 9	10 5	36	125	50	iron.
1,880	53,481	Scotia	ditto - ,,	,,	Andrew Bain	81 6	17 7	9 0	17	72	30	
1,881	53,470	Durham	ditto - ,,	,,	Tyne Improvement Commissioners	94 1	26 4	8 2	37	141	44	iron.
1,882	53,483	Prudhoe Castle	ditto - ,,	,,	Northumberland Steam Shipping Company (Limited).	211 6	28 1	17 4	553	813	90	iron, screw.
1,883	15,987	Ursa Major	ditto - ,,	1856	Thomas Charlton	90 3	17 2	9 3	21	82	45	
1,884	56,462	Stephensons	ditto - ,,	1866	William Stephenson	79 7	17 6	9 3	16	74	31	
1,885	56,463	Bolivar	ditto - ,,	,,	James Hunter and others	200 7	28 3	16 1	479	705	96	iron, screw.
1,886	53,485	Terrible	ditto - ,,	,,	Joseph Ostens and another	87 2	18 1	9 3	22	85	35	
1,887	15,258	Active	ditto - ,,	1836	John Coulson	66 1	15 2	7 7	11	46	29	
1,888	28,596	Sir William Wallace	ditto - ,,	1861	John Wallace	73 1	15 2	7 6	19	48	20	
1,889	56,467	Pearl	ditto - ,,	1866	George Chisholme and others	79 1	17 0	9 3	11	70	29	
1,890	7,266	Caledonia	ditto - ,,	1846	Robert Chisholme and another	76 3	15 6	8 3	12	55	26	
1,891	56,469	Mary Usher	ditto - ,,	1866	John Chisholme	90 0	18 2	9 6	21	91	36	
1,892	56,472	Teazer	ditto - ,,	,,	Joseph Blacklock and another	81 5	17 3	9 3	14	71	30	
1,893	56,475	Columbus	ditto - ,,	,,	Robert B. Findley and another	80 8	17 5	9 1	18	73	30	
1,894	56,471	Guide	ditto - ,,	,,	Robert Chisholme	75 8	15 8	8 7	12	58	24	
1,895	7,649	Trump	Shields, South 1859	1841	Charles Taylor and others	72 3	15 9	8 6	7	55	30	
1,896	28,335	Hellan	ditto - 1860	1860	Joseph Honeyman	89 7	16 4	8 7	16	63	30	
1,897	28,341	Volunteer	ditto - ,,	1859	J. C. Stevenson and another	74 4	16 7	8 5	15	67	32	iron.
1,898	28,346	Messenger	ditto - 1861	1861	Robert Hindmarsh and others	81 7	16 5	8 6	19	62	30	
1,899	28,347	Moselle	ditto - ,,	,,	John Green and others	88 7	18 1	9 8	26	92	40	
1,900	43,631	Defence	ditto - 1862	1862	John Hall and others	81 8	17 3	8 9	22	69	30	
1,901	43,636	Newcastle	ditto - ,,	,,	T. F. Bell	125 2	20 6	11 0	169	226	45	iron, screw.
1,902	43,639	Spray	ditto - ,,	,,	J. B. Middleton	71 5	15 0	8 1	16	47	30	
1,903	43,644	Pilots	ditto - ,,	,,	Joseph Smith	81 4	16 6	9 0	25	72	28	
1,904	15,994	Margaret	ditto - 1863	1859	A. Whale	69 8	15 0	8 0	10	56	30	

1,907	19,878	War Eagle	- -	ditto	- „	1857	Thomas Forrest and another	- - -	80	8	16	1	8	8	11	61	30		
1,908	27,698	Harkaway	- -	ditto	- „	1859	C. W. Robson and others	- - - -	83	0	16	9	8	7	21	71	30		
1,909	44,319	Stephenson	- -	ditto	- „	1862	William Gynn	- - - - - -	80	9	17	2	9	1	19	72	29		
1,910	47,175	Mercury	- -	ditto	- 1865	1865	John Willis	- - - - - -	161	5	26	7	14	4	175	236	269	iron.	
1,911	47,178	Albany	- -	ditto	- „	„	James Cawood	- - - - - -	75	5	18	2	7	0	35	72	307	iron.	
1,912	53,204	Mary Austin	- -	ditto	- „	„	William Hutchinson	- - - - -	120	3	19	5	9	0	119	162	30	iron, screw.	
1,913	27,046	T. D. Marshall	-	ditto	- „	1859	Joseph Gray	- - - - - -	83	2	16	4	8	8	18	65	30		
1,914	53,210	Leo	- - -	ditto	- 1866	1866	Thomas Henry Lyon	- - - - -	166	0	23	7	12	2	304	375	56	iron, screw.	
1,915	28,348	Pelaw	- - -	ditto	- „	1861	F. J. Newton and others	- - - -	77	8	16	5	8	4	19	60	27		
1,916	28,593	Cruizer	- - -	ditto	- „	„	T. J. Newton and another	- - - -	86	0	16	9	9	5	28	80	38		
1,917	56,102	Great Emperor	-	ditto	- „	„	John Dawson and others	- - - -	89	6	17	6	9	3	22	82	35		
1,918	19,385	Scottish Maid	- -	ditto	- „	1857	A. Whale	- - - - - - -	76	1	15	7	8	2	12	56	26		
1,919	47,164	Robert Scott	- -	ditto	- „	1863	J. Cross and another	- - - - -	87	4	17	5	9	3	27	84	35		
1,920	19,880	Paragon	- - -	ditto	- „	1857	Robert Scott and another	- - - -	82	2	16	0	8	3	18	64	34		
1,921	10,169	Jubilee	- - -	ditto	- „	1847	William Head	- - - - - -	69	1	14	6	8	3	11	46	20		
1,922	56,106	Storm King	- -	ditto	- „	1866	William Aitken and others	- - - -	89	1	18	3	9	5	22	66	35		
1,923	56,107	Friends	- - -	ditto	- „	„	Robert Mann and others	- - - -	85	3	17	0	8	9	15	76	33		
1,924	56,108	Express	- - -	ditto	- „	„	Robert Looney	- - - - - -	54	2	17	9	6	6	16	35	12	screw.	
1,925	2,266	Shannon	- - -	ditto	- „	1848	David Osborn	- - - - - -	71	1	14	8	7	9	15	45	23		
1,926	27,427	Pilots	- - -	Shoreham	- 1860	1859	John Bartley and others	- - - -	77	3	16	6	9	0	15	71	34		
1,927	13,862	Ruby	- - -	Southampton	1841	1841	W. A. Fitzhugh and others	- - - -	114	9	16	4	8	1	53	111	40		
1,928	13,863	*Pearl	- - -	ditto	- 1844	1844	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.		89	8	13	3	7	9	33	64	32		
1,929	13,825	Wonder	- - -	ditto	- 1847	„	London and South Western Railway Company		158	0	20	6	10	1	137	218	160		
1,930	13,813	*Transit	- - -	ditto	- „	1835	- - ditto	- - - - - - -	126	0	19	6	13	0	160	267	80		
1,931	13,814	Courier	- - -	ditto	- 1848	1847	- - ditto	- - - - - - -	167	0	22	5	10	8	147	265	200		
1,932	13,865	*Queen	- - -	ditto	- „	1848	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.		117	1	14	0	7	5	56	94	40		
1,933	13,819	Dispatch	- - -	ditto	- 1850	1847	London and South Western Railway Company		166	7	22	1	11	6	149	273	200		
1,934	13,860	Medina	- - -	ditto	- 1853	1852	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.		120	8	14	9	8	6	55	103	50		
1,935	13,805	Atalanta	- - -	ditto	- „	1836	London and South Western Railway Company		160	4	22	1	12	7	162	313	120		
1,936	25,119	*Gem	- - -	ditto	- „	1840	Joseph Stace and others	- - - - -	107	6	14	9	8	0	47	87	40		
1,937	13,809	*Argyll	- - -	ditto	- „	1851	Henry Loundes	- - - - - -	99	0	16	3	7	4	65	92	20	iron, screw.	
1,938	13,965	*Monarch	- - -	ditto	- 1854	1854	Southampton Steam Towing Company	-	95	4	17	5	9	7	46	122	80	iron.	
1,939	25,115	Alliance	- - -	ditto	- 1855	1855	London and South Western Railway Company		175	5	23	7	14	6	168	361	225	iron.	
1,940	11,385	Havre	- - -	ditto	- 1856	1856	- - ditto	- - - - - - -	184	7	24	0	14	5	200	387	220	iron.	
1,941	16,149	Red Lion	- - -	ditto	- 1858	„	Inman and Sharp	- - - - - -	76	8	15	0	8	0	14	54	29		
1,942	22,532	Emerald	- - -	ditto	- „	1857	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.		105	0	14	1	8	1	44	26	32	iron.	
1,943	22,538	Louisa	- - -	ditto	- 1859	1858	W. Winkworth	- - - - - - -	79	8	12	4	5	6	23	37	20	iron.	
1,944	27,362	Pioneer	- - -	ditto	- „	1859	J. T. Leather	- - - - - - -	75	3	15	5	8	1	13	52	24		
1,945	28,108	Cambrian	- -	ditto	- 1860	1860	Union Steam Ship Company	- - -	245	1	30	1	18	4	868	1,055	120	iron.	
1,946	28,109	Southampton	- -	ditto	- „	„	London and South Western Railway Company		215	5	25	4	12	7	299	774	250	iron.	
1,947	29,130	Sapphire	- - -	ditto	- 1861	1860	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.		120	3	14	5	7	5	51	82	40	iron.	
1,948	11,389	Phœnix	- - -	ditto	- „	1854	Southampton Steam Towing Company	-	72	9	19	6	7	9	30	70	40		
1,949	13,973	Aid	- - -	ditto	- „	1852	- - ditto	- - - - - - -	84	8	17	3	9	7	28	82	45		
1,950	29,884	Briton	- - -	ditto	- „	1861	Union Steam Ship Company	- - -	248	0	30	7	23	9	929	1,164	120	iron, screw.	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,951	29,885	American	Southampton 1861	1861	Henry Pinnock and others	130 3	25 5	8 2	32	173	80	iron.
1,952	29,100	Lord of the Isles	ditto 1862	„	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	135 5	18 0	7 0	60	91	60	iron.
1,953	43,772	Lady of the Lake	ditto „	„	ditto	147 6	17 9	7 6	66	104	60	
1,954	44,904	Frederica	ditto 1863	1863	W. Winkworth and another	80 4	12 1	5 6	21	35	16	iron.
1,955	44,905	Saxon	ditto „	„	United Steam Ship Company	245 0	31 8	23 7	894	1,141	220	iron, screw.
1,956	44,906	Roman	ditto „	„	ditto	267 0	32 4	23 6	1,027	1,282	220	iron, screw.
1,957	44,911	Normandy	ditto „	„	London and South Western Railway Company	209 9	24 1	12 7	252	425	225	iron.
1,958	44,913	Solent	ditto „	„	G. Inman and another	85 4	15 6	7 1	33	56	32	
1,959	16,254	Dumfries	ditto „	1857	London and South Western Railway Company	112 0	18 0	9 0	84	124	30	iron, screw.
1,960	47,981	Brilliant	ditto 1864	1864	G. H. Ackers	192 3	21 1	14 7	250	331	100	iron, screw.
1,961	13,978	Norman	ditto „	1854	G. Y. Mercer	180 0	25 2	16 5	465	561	60	iron, screw.
1,962	47,988	Anglian	ditto „	1864	Union Steam Ship Company (Limited)	204 9	26 3	15 9	532	661	80	iron, screw.
1,963	47,990	Brittany	ditto „	„	London and South Western Railway Company	215 6	25 6	13 1	351	529	250	iron.
1,964	26,152	Griffin	ditto 1865	1858	ditto	155 0	20 1	11 8	195	265	60	iron, screw.
1,965	51,284	Mauritius	ditto „	1864	Union Steam Ship Company (Limited)	210 0	26 4	15 2	442	587	120	iron, screw.
1,966	51,287	St. Malo	ditto „	1865	London and South Western Railway Company	161 0	22 0	12 0	210	301	100	iron, screw.
1,967	47,180	Southampton	ditto „	„	Southampton Steam Collier and Coal Company (Limited).	189 5	27 9	16 6	506	610	80	iron, screw.
1,968	51,288	Natal	ditto „	„	Union Steam Ship Company (Limited)	205 9	27 8	15 5	487	618	100	iron, screw.
1,969	51,290	Norseman	ditto „	„	ditto	262 8	32 2	16 5	960	1,245	220	iron, screw.
1,970	51,295	Hampshire	ditto 1866	1866	William Hill and others	188 7	28 8	16 3	425	625	85	iron, screw.
1,971	51,296	Celt	ditto „	„	Union Steam Ship Company (Limited)	274 5	34 4	17 8	1,078	1,439	300	iron, screw.
1,972	51,300	Mayflower	ditto „	„	Samuel Perry and others	98 3	15 7	6 8	45	69	40	iron.
1,973	56,123	Salisbury	ditto „	„	Southampton Steam Collier and Coal Company (Limited).	187 4	28 2	16 9	432	635	80	iron, screw.
1,974	56,124	Dane	ditto „	„	Union Steam Ship Company (Limited)	227 7	28 2	17 0	536	788	160	iron, screw.
1,975	56,125	Vectis	ditto „	„	Southampton, Isle of Wight, and South of England Royal Mail Steam Packet Company (Limited).	150 6	18 2	8 2	87	137	60	
1,976	53,208	Basingstoke	ditto „	1865	Robert Ekley	201 5	27 2	15 8	519	649	80	iron, screw.
1,977	10,484	*British Queen	Stockton 1840	1840	Hannah Strong	82 7	16 0	8 9	39	90	50	
1,978	7,064	*Reaper	ditto 1850	1837	John Scourfield and another	74 2	14 1	8 0	22	63	35	
1,979	19,484	*Voltigeur	ditto 1851	1851	George Craggs	83 0	15 9	8 6	29	82	45	
1,980	16,223	Stockton	ditto 1857	1857	Timothy Hughes	158 3	25 8	13 4	311	392	180	iron, screw.
1,981	16,225	Tees	ditto „	„	John Dixon and others	158 4	25 7	14 0	313	376	70	iron, screw.
1,982	12,437	War Eagle	ditto „	1847	William and Charles Duncan	74 3	16 2	8 4	11	56	38	
1,983	571	Advance	ditto 1858	1854	John Vaughan and others	175 4	22 4	12 0	216	318	50	iron, screw.

1,984	20,450	Forget-me-Not	ditto	-	1855	1852	Hannah Strong - - - - - -	120	7	20	5	10	9	101	160	45	
1,985	7,063	Victory - - -	ditto	-	1865	1852	Hannah Strong - - - - - -	120	7	20	5	10	9	101	160	45	
1,986	53,232	James Shaw - -	ditto	-	1866	1866	Tees Thames Screw Steam Shipping Company (Limited).	170	1	26	1	14	0	353	449	70	iron, screw.
1,987	53,231	Prairie Flower -	ditto	-	,,	1865	George Dixon - - - - - -	100	5	16	0	6	3	47	75	25	iron.
1,988	53,233	Thames - - -	ditto	-	,,	1866	William Berrington and others - - -	160	1	25	5	13	5	272	400	70	iron, screw.
1,989	–	*Pride in the North -	Sunderland		1844	1837	Thomas Winter and another - - -	44	4	9	5	5	6	7	17	–	
1,990	7,327	*Earl of Sunderland -	ditto	-	1847	1846	Marquis of Londonderry - - - -	72	5	15	2	8	9	17	73	4	
1,991	20,784	*Wansbeck - -	ditto	-	1848	1835	Eda and Bronn - - - - - -	52	7	11	9	6	5	13	32	–	
1,992	14,198	*Haswell - - -	ditto	-	,,	1844	William Nicholson - - - - -	75	8	15	8	9	0	21	79	45	
1,993	7,325	*Sea Horse - -	ditto	-	1849	1840	Improvement Commissioners - - -	77	0	16	5	9	0	26	87	40	
1,994	23,728	Whitwell - -	ditto	-	1851	1844	William Jameson and others - - -	64	0	14	2	7	9	5	42	25	
1,995	7,317	Engineer - - -	ditto	-	,,	1848	Nicholas Wood - - - - - -	78	5	15	7	8	9	14	69	28	
1,996	23,605	Tom Bowline - -	ditto	-	1852	,,	Nicholas Cook - - - - - -	63	5	12	8	7	7	20	49	25	
1,997	2,492	Vesta - - -	ditto	-	1853	1847	Edward Bronn and others - - -	58	3	12	8	7	0	7	33	18	
1,998	23,634	*Scottish Maid - -	ditto	-	,,	1851	William Winter - - - - - -	63	0	13	2	7	2	9	37	20	
1,999	2,475	Industry - - -	ditto	-	1854	1834	Taylor and Cook - - - - - -	54	2	11	4	6	9	6	28	17	
2,000	2,749	*Clyde - - -	ditto	-	1855	1847	Francis Welch - - - - - -	67	0	13	5	8	1	20	51	27	
2,001	23,719	Beaufort - - -	ditto	-	,,	1855	William Nicholson - - - - -	85	9	17	1	9	3	21	77	45	
2,002	7,315	William and John -	ditto	-	,,	,,	Wand, J. Bronn, and another - - -	67	5	14	2	7	4	10	40	28	
2,003	7,334	Lambton - - -	ditto	-	1856	1852	Earl of Durham - - - - -	69	0	14	5	7	1	16	48	28	
2,004	7,369	Pilot - - -	ditto	-	,,	1856	John Linsey and others - - -	86	0	18	0	9	6	52	83	45	
2,005	7,321	Queen - - -	ditto	-	,,	1837	W. Stephenson - - - - - -	70	0	15	0	7	0	10	50	30	
2,006	17,057	Bee - - -	ditto	-	,,	1856	Sunderland Dock Company - - -	82	9	16	6	9	0	14	72	35	
2,007	18,688	Seaton - - -	ditto	-	1857	1857	Nicholas Wood - - - - - -	175	9	26	9	15	6	375	552	70	iron, screw.
2,008	19,475	Londonderry - -	ditto	-	,,	,,	Dowager Marchioness of Londonderry -	150	9	26	0	14	8	280	393	60	
2,009	19,795	Water Lily - -	ditto	-	,,	,,	P. Wood and others - - - - -	80	3	16	4	8	0	11	65	20	
2,010	20,491	Lambton - - -	ditto	-	,,	,,	Earl of Durham - - - - -	168	0	26	6	13	6	412	492	70	iron, screw.
2,011	20,494	Harry Vane - -	ditto	-	,,	,,	Dowager Marchioness of Londonderry -	73	2	16	2	9	5	9	77	40	iron.
2,012	23,712	Gently - - -	ditto	-	1858	1846	P. Wood and others - - - - -	72	6	15	6	8	0	13	39	30	
2,013	5,339	Countess of Durham	ditto	-	,,	1855	H. T. Morton - - - - - -	177	7	28	1	15	0	421	539	80	iron.
2,014	2,127	Advance - - -	ditto	-	,,	1838	Joseph Claxton - - - - - -	63	7	15	2	7	6	9	40	25	
2,015	27,513	Diamond - -	ditto	-	1859	1859	Robert Bronn and others - - - -	70	3	14	2	7	7	13	43	24	
2,016	2,167	Gipsy King - -	ditto	-	,,	1855	John Thurlbeck and others - - -	75	6	15	3	8	1	15	53	26	
2,017	16,153	Blossom - - -	ditto	-	,,	1838	James Elliot and others - - -	59	6	13	0	6	7	5	31	15	
2,018	16,151	Harvest Home -	ditto	-	1860	1847	J. Brown and another - - - -	66	9	15	0	7	9	10	43	23	
2,019	28,439	Samson - - -	ditto	-	,,	1860	C. R. Fenwick - - - - - -	198	1	32	7	17	8	590	868	120	iron, screw.
2,020	2,491	Welches - - -	ditto	-	,,	1848	J. Gaties - - - - - - -	65	8	14	0	6	4	4	33	20	
2,021	10,164	Helen M'Gregor -	ditto	-	,,	,,	John Thurlbeck and others - - -	69	4	14	5	8	3	10	44	23	
2,022	28,771	Vigilant - - -	ditto	-	,,	1860	George Thomson - - - - -	90	6	17	3	9	1	25	83	40	
2,023	7,307	Atlas - - -	ditto	-	,,	1848	John Frost and others - - - -	78	5	17	2	8	4	23	73	35	
2,024	28,795	Wearmouth - -	ditto	-	,,	1860	W. T. Bell and others - - - -	74	0	15	4	8	2	16	25	25	
2,025	15,971	Tiger - - -	ditto	-	,,	1838	John Ham - - - - - -	61	0	13	0	7	5	14	40	25	
2,026	2,290	Ann and Jane - -	ditto	-	1861	1847	H. Brown and others - - - -	62	0	15	1	6	5	9	31	18	
2,027	29,248	Seaflower - -	ditto	-	,,	1860	Hutchinson, Joblin, and others - - -	74	0	15	4	8	2	16	55	25	
2,028	29,249	Daisy - - -	ditto	-	,,	,,	Archibald Hendry - - - - -	75	0	15	4	7	8	15	49	30	
2,029	2,098	Carrs - - -	ditto	-	,,	1855	George Dowell - - - - - -	70	5	14	0	7	4	19	52	20	
2,030	22,666	Marco Polo - -	ditto	-	,,	1858	William Harty and others - - -	77	6	15	9	8	5	11	57	28	
2,031	29,266	Ryhope - - -	ditto	-	,,	1860	William Nicholson and others - - -	85	4	18	0	9	3	20	81	40	
2,032	29,864	Southwick - -	ditto	-	,,	1861	William Gray and others - - - -	176	9	28	7	16	6	467	591	70	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,033	2,837	Earl of Durham -	Sunderland 1861	1854	Earl of Durham - - - - -	189 6	28 2	16 2	403	593	70	iron, screw.
2,034	29,865	Friends - - -	ditto - „	1861	Burton, Brown, and others - - -	75 6	15 1	7 9	15	49	25	
2,035	43,722	Earl of Elgin - -	ditto - „	„	H. T. Morton and others - - -	176 9	28 7	16 6	480	608	80	iron, screw.
2,036	43,727	Parthenon - -	ditto - „	„	E. T. Gourley - - - - -	214 6	31 3	18 1	701	876	120	iron, screw.
2,037	43,732	Douglas - - -	ditto - „	„	William Stobart and others - - -	189 7	28 5	16 7	533	668	70	screw.
2,038	43,745	Victoria - - -	ditto - „	„	William Davison and another - - -	71 1	13 6	7 6	18	46	25	
2,039	43,754	Belmont - - -	ditto - „	„	William Brown and another - - -	73 0	15 1	7 8	16	48	20	
2,040	43,757	Atlas - - -	ditto - „	„	E. T. Gourley and others - - - -	210 3	31 7	18 1	672	846	100	iron, screw.
2,041	28,036	Thames - - -	ditto - 1862	1859	R. M. Hudon and others - - - -	142 0	23 0	12 5	192	282	50	iron, screw.
2,042	44,474	Heatherbell - -	ditto - „	1862	Morpeth Drydon and others - - -	79 1	17 1	8 8	19	68	30	
2,043	26,959	Anne - - -	ditto - „	1853	J. L. Atkinson and others - - -	64 4	12 2	6 7	12	30	13	
2,044	44,494	Volunteer - -	ditto - „	1862	E. T. Gourley and another - - -	210 3	31 7	18 1	672	846	100	iron, screw.
2,045	44,496	Blue Bell - -	ditto - „	„	Michael Thurlbeck and another - - -	73 7	15 8	8 5	16	55	24	
2,046	44,498	Lucerne - - -	ditto - „	„	James Laing and others - - - -	203 1	29 2	16 9	532	679	90	iron, screw.
2,047	20,258	Ocean Bride - -	ditto - 1863	1857	G. Venus and another - - - -	74 0	15 0	7 4	11	45	20	
2,048	44,550	Hector - - -	ditto - „	1863	J. Laing and others - - - -	243 0	34 8	20 1	1,295	1,615	200	iron, screw.
2,049	47,643	Lady Beatrice - -	ditto - „	„	Earl of Durham - - - - -	186 3	28 0	16 7	489	625	80	iron, screw.
2,050	47,649	Ocean King - -	ditto - „	„	W. T. Bell and others - - - -	196 0	29 0	16 0	554	699	90	iron, screw.
2,051	10,177	Ayrshire - - -	ditto - „	184 8	F. Lamb and others - - - - -	70 4	14 9	8 1	12	44	28	
2,052	30,032	Black Boy - -	ditto - 1864	1854	Nicholas Wood - - - - - -	166 2	26 7	15 7	387	504	70	iron, screw.
2,053	47,719	Biddick - - -	ditto - „	1864	H. T. Morton and others - - -	185 7	28 9	16 6	504	640	80	iron, screw.
2,054	47,730	Elaine - - -	ditto - „	„	John Cory and another - - - -	190 0	28 2	16 0	454	593	100	iron, screw.
2,055	47,733	Tasso - - -	ditto - „	„	George Swainson and others - - -	213 6	28 8	16 4	598	746	99	iron, screw.
2,056	26,450	Killingworth - -	ditto - 1865	1855	Nicholas Wood - - - - - -	170 4	20 0	16 6	428	578	70	iron, screw.
2,057	51,170	Advance - - -	ditto - „	1865	Henry Holmes and others - - -	207 4	29 4	16 5	608	758	100	iron, screw.
2,058	51,181	Achilles - - -	ditto - „	„	E. T. Gourley - - - - - -	234 7	32 2	18 4	781	985	130	iron, screw.
2,059	51,192	Tarset - - -	ditto - „	„	R. M. Hudson and others - - -	196 0	29 0	17 0	504	741	120	iron, screw.
2,060	51,195	Corra Linn - -	ditto - „	„	T. W. C. Murdoch and another - - -	167 0	24 1	12 7	240	316	70	iron, screw.
2,061	51,197	Lumley - - -	ditto - „	„	H. T. Morton and others - - -	195 2	28 8	16 6	538	683	90	iron, screw.
2,062	53,083	Wear - - -	ditto - „	„	T. R. Oswald and others - - -	195 1	28 8	16 7	557	699	90	iron, screw.
2,063	51,171	Ellen Constance -	ditto - „	„	John Seager - - - - - -	199 7	27 7	16 2	517	655	100	iron, screw.
2,064	28,325	Hero - - -	ditto - „	1860	John Wilkinson and another - - -	70 8	13 0	6 3	13	33	18	
2,065	53,110	Onward - - -	ditto - „	1865	Charles Gumm - - - - - -	218 8	29 3	16 3	624	783	98	iron, screw.
2,066	2,744	Secret - - -	ditto - „	1851	William Wilson and another - - -	69 5	14 1	7 2	11	39	24	
2,067	53,114	Fatfield - - -	ditto - „	1865	C. R. Fenwick - - - - - -	185 2	28 7	16 6	511	647	80	iron, screw.
2,068	27,364	Blue Bonnet - -	ditto - „	1859	John Turpin - - - - - -	74 5	14 9	7 5	14	46	20	
2,069	53,117	Berrington - -	ditto - „	1865	William Cory and another - - -	180 7	28 0	17 0	488	629	80	iron, screw.
2,070	53,118	Belmont - - -	ditto - „	„	W. T. Bell and others - - - -	185 6	28 7	16 7	511	647	80	iron, screw.

2,073	26,636	Hetton	ditto	1866	1854	Martin Dunn and others	192	4	28	3	16	2	418	614	80	iron, screw.
2,074	54,824	Druid	ditto	„	1866	John Candlish and others	194	4	28	7	16	4	473	696	90	iron, screw.
2,075	54,830	Houghton	ditto	„	„	Henry T. Morton	192	0	27	1	13	8	428	535	76	iron, screw.
2,076	54,834	Caradoc	ditto	„	„	James C. Gray and others	180	0	27	0	14	2	401	499	90	iron, screw.
2,077	54,846	Sunderland	ditto	„	„	Forster C. Huntley and others	160	2	27	4	16	0	375	499	70	iron, screw.
2,078	54,852	Pilot	ditto	„	„	James Potts and others	79	5	16	9	8	9	22	69	30	
2,079	53,113	Cleopatra	ditto	„	1865	John Hay	226	4	30	0	22	4	812	1,012	130	iron, screw.
2,080	54,855	Derwent	ditto	„	1866	Charles R. Fenwick and others	185	4	28	8	16	6	511	650	80	iron, screw.
2,081	54,858	Snowdrop	ditto	„	„	John Wilkinson and others	82	0	18	1	9	2	20	77	34	
2,082	54,859	Florence	ditto	„	„	Edward T. Gourley and another	206	0	28	1	17	6	748	909	90	iron, screw.
2,083	20,256	Bonnie Dundee	ditto	„	1857	Michael Taylor	71	8	14	7	7	7	10	41	24	
2,084	54,866	Iron Age	ditto	„	1866	Thomas Ridley Oswald	232	4	30	7	14	5	889	1,094	130	iron, screw.
2,085	54,876	Rinaldo	ditto	„	„	George Swainston and another	199	2	28	6	16	4	470	691	90	iron, screw.
2,086	54,877	Sherburn	ditto	„	„	Henry Thomas Morton	187	0	28	9	16	7	438	644	80	iron, screw.
2,087	54,880	Lasborough	ditto	„	„	Robert H. Gayner and others	199	4	30	0	14	9	787	966	80	iron, screw.
2,088	52,844	Hartlepool	ditto	„	1865	James Laing	160	6	27	1	14	9	317	466	70	iron, screw.
2,089	29,858	General Havelock	ditto	„	1861	Ralphe R. Hudson and others	185	3	24	0	13	9	322	473	90	iron, screw.
2,090	25,222	Cochrane	ditto	„	1854	Nicholas Wood and others	165	3	26	6	15	6	345	508	75	iron, screw.
2,091	54,882	York	ditto	„	1866	James Laing	200	8	29	3	16	6	474	697	98	iron, screw.
2,092	54,888	Denia	ditto	„	„	Ralph Hudson and others	160	2	27	1	15	7	340	499	70	iron, screw.
2,093	43,736	Lady Havelock	ditto	„	1861	James Laing and others	186	0	24	1	13	8	327	480	90	iron, screw.
2,094	18,870	Lyon	ditto	„	1857	Nicholas Wood	166	6	27	1	14	0	370	468	70	iron, screw.
2,095	20,450	*Dragon Fly	Swansea	1840	1840	N. B. Allen and others	68	3	14	2	8	2	15	64	–	
2,096	44,933	*Pioneer	ditto	1843	1843	Nathaniel Tregelles	70	0	16	0	9	4	19	81	–	
2,097	7,926	*Tartar	ditto	1850	1850	James Petrie and others	86	0	16	7	9	4	46	110	50	iron.
2,098	–	*Donna	ditto	„	1840	Port Talbot Company	72	6	15	0	8	8	22	69	–	
2,099	3,938	Prince of Wales	ditto	1855	1842	J. W. Pockett	130	8	17	3	10	0	80	156	70	iron.
2,100	5,832	Chieftain	ditto	1856	1847	James Knox	67	3	13	3	7	5	30	47	25	
2,101	2,497	Eagle	ditto	1857	1855	Edward Brown and others	82	5	16	9	9	3	16	73	45	
2,102	24,692	Augusta	ditto	1858	1849	H. R. Vivian	140	4	17	3	10	0	125	184	40	iron, screw.
2,103	26,036	Henry Southan	ditto	„	„	J. W. Pockett	139	6	17	8	8	4	96	141	35	iron, screw.
2,104	20,797	Stella	ditto	1860	1858	J. H. Simpson and others	85	3	17	3	9	3	22	78	45	
2,105	28,057	Minos	ditto	„	1860	C. H. Smith	111	7	15	5	9	0	26	94	80	iron.
2,106	29,594	Fleur de Marie	ditto	1861	1845	H. R. Vivian	48	2	11	7	9	2	19	29	10	iron, screw.
2,107	29,600	Morfa	ditto	1862	1862	A. P. Vivian	140	5	25	0	14	0	300	379	40	iron, screw.
2,108	29,599	Charley	ditto	1863	„	R. Williams and others	87	8	17	0	10	0	31	110	60	iron.
2,109	47,857	Havre	ditto	1864	1864	Henry Bath and others	147	4	21	6	12	6	177	260	50	iron, screw.
2,110	47,859	Tweed	ditto	„	„	John Dickson	87	3	17	5	9	0	25	82	36	
2,111	45,620	William Scott	ditto	1865	1863	William Roser and others	81	6	16	8	9	3	22	72	32	
2,112	51,109	Zeta	ditto	„	1865	G. T. Davy and another	191	2	28	2	17	5	558	734	90	iron, screw.
2,113	3,948	Neath Abbey	ditto	„	1846	Evan Evans	109	6	17	1	8	9	77	102	60	iron, screw.
2,114	27,358	Pilot	ditto	1866	1859	The Neath and Briton Ferry Steam Towing Company (Limited).	86	9	18	0	9	5	22	83	38	
2,115	51,118	John Brogden	ditto	„	1866	Alexander Brogden	162	2	27	3	15	5	373	548	80	iron, screw.
2,116	51,119	Porthcawl	ditto	„	1865	James Brogden	81	8	16	8	8	7	23	71	32	
2,117	54,024	James Garslang	ditto	„	1866	Alexander Brogden	162	2	27	3	15	5	373	548	80	iron, screw.
2,118	56,022	Ogmore	ditto	„	„	ditto	101	3	20	0	9	3	101	149	25	iron, screw.
2,119	20,904	*Industry	Teignmouth	1853	1848	S. W. Hutchings and others	67	9	12	6	6	7	19	42	18	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,120	44,296	Great Extended	Teignmouth 1866	1862	S. W. Hutchings and others	80 9	16 4	8 8	23	47	28	
2,121	20,488	Gem	Wells 1863	1857	C. Temple and others	63 8	14 5	7 5	8	39	20	
2,122	21,519	Prince	Weymouth 1852	1849	Joseph Cosens and others	128 5	13 3	7 6	61	86	40	iron.
2,123	6,228	Ocean Pride	ditto 1856	1844	J. T. Leather	72 0	12 6	5 8	18	29	10	
2,124	17,807	Cygnus	ditto 1858	1854	Weymouth and Channel Islands Steam Packet Company.	182 0	21 4	9 7	133	245	120	iron.
2,125	18,602	Aquila	ditto „	„	- - ditto	180 4	21 0	10 9	138	264	110	iron.
2,126	11,918	Brighton	ditto 1859	1857	- - ditto	193 5	20 9	10 0	180	286	140	iron.
2,127	6,387	Premier	ditto „	1846	John Tizard and others	140 2	17 0	6 9	62	98	65	iron.
2,128	12,596	Contractor	ditto 1861	1857	J. T. Leather	90 3	17 0	9 0	23	86	40	
2,129	28,012	Commodore	ditto 1863	1863	J. Cosens and others	93 0	18 6	9 6	26	96	60	
2,130	8,941	Hilda	Whitby 1853	1853	Whitby Steam Packet Company	71 4	14 2	8 1	16	54	25	
2,131	17,458	Esk	ditto 1857	1857	Edward Corner and others	89 0	17 7	9 3	21	86	45	
2,132	45,740	Primus	ditto 1865	1865	J. H. Thomas and another	190 6	28 0	16 6	521	656	80	iron, screw.
2,133	45,747	Hilda	ditto 1866	1866	- - ditto	192 7	28 4	16 8	444	653	90	iron, screw.
2,134	9,377	*Prince Albert	Whitehaven 1842	1840	Trustees of Whitehaven Harbour	82 1	15 0	8 4	37	87	60	
2,135	9,235	Queen	ditto 1845	1844	Thomas Jackson and others	158 5	23 5	13 4	243	373	180	
2,136	12,788	Ajax	ditto 1865	1855	John Musgrave	94 9	20 9	11 4	11	116	100	
2,137	47,788	Prince of Wales	ditto „	1862	John Collins	110 1	21 3	9 6	77	152	140	iron.
2,138	14,432	Britannia	Wisbeach 1862	1852	Richard Young	75 7	16 1	8 0	24	66	33	
2,139	44,551	Newton Colville	ditto 1864	1864	- - ditto	198 3	29 2	16 9	570	726	100	iron, screw.
2,140	45,020	Medusa	ditto „	1862	W. S. Lindsay and another	189 4	29 2	16 9	464	602	80	iron, screw.
2,141	44,553	Cambridgeshire	ditto 1865	1865	Richard Young	205 0	28 8	16 0	579	729	98	iron, screw.
2,142	44,554	Isle of Ely	ditto 1866	1866	- - ditto	81 8	17 3	9 2	14	71	31	
2,143	54,873	Norfolk	ditto „	„	- - ditto	205 2	28 8	16 7	575	725	90	iron, screw.
2,144	14,609	*Derwent	Workington 1850	1849	Trustees of Workington Harbour	73 8	15 7	8 7	18	67	35	
2,145	15,051	*Urania	Yarmouth 1855	1854	Richard Reeve and another	142 2	18 9	11 6	196	254	60	iron, screw.
2,146	6,697	Robert Owen	ditto 1860	1848	Henry Teasdal and others	80 0	17 2	8 9	24	75	45	
2,147	28,600	Pioneer	ditto 1862	1861	Great Yarmouth Standard Steam Tug Company.	86 6	17 3	9 5	29	81	33	
2,148	43,909	Sailor	ditto „	1862	- - ditto	86 6	17 5	9 2	25	79	34	
2,149	21,074	Minnet	ditto 1863	1858	S. J. Fill and others	85 7	16 8	9 3	18	77	40	
2,150	17,056	Andrew Woodhouse	ditto „	1856	- - ditto	85 6	17 6	9 4	16	79	40	
2,151	45,322	Buccleugh	ditto „	1863	Richard Reeve and another	134 0	21 4	9 8	131	174	40	screw.
2,152	45,323	Pilot	ditto „	„	Great Yarmouth Standard Steam Tug Company.	87 3	17 4	9 3	22	80	35	
2,153	53,331	Conquest	ditto 1866	1866	- - ditto	80 2	16 9	9 2	15	72	30	
2,154	26,349	*City of London	Aberdeen 1844	1844	James Sim and others	216 8	30 0	19 2	723	1,117	420	

2,157	10,699	Britannia	- -	ditto	- 1860	1857	G. Jamieson and others	- - - -	85	3	11	0	9	0	16	32	40	
2,158	27,575	Derwent	- -	ditto	- „	1860	John Newton and others	- - - -	78	4	16	7	9	0	11	68	20	
2,159	43,353	Queen	- - -	ditto	- 1861	1861	John Webster	- - - - -	180	8	26	0	13	2	283	401	120	iron, screw.
2,160	44,134	Bon Accord	- -	ditto	- 1862	1862	G. Jamieson and others	- - - -	90	9	18	6	9	7	32	93	40	
2,161	8,444	Vanguard	- -	ditto	- 1863	1843	J. Webster and others	- - - -	189	1	27	2	16	1	295	608	300	iron.
2,162	20,345	Prince Consort	-	ditto	- „	1858	- - ditto	- - - - - -	222	9	25	2	14	1	392	623	300	iron.
2,163	48,858	Lily of the West	-	ditto	- 1864	1864	George M. Neilson	- - - - -	51	5	10	4	5	9	11	17	9	screw.
2,164	7,841	Pharos	- - -	ditto	- „	1846	Aberdeen, Newcastle, and Hull Steam Company (Limited).		171	6	21	7	13	6	243	328	160	iron.
2,165	17,233	Princess Alice	-	ditto	- - 1865	1843	- - ditto	- - - - - -	165	6	27	0	13	8	255	406	150	iron.
2,166	24,392	La Plata	- - -	ditto	- „	1854	- - ditto	- - - - - -	160	0	25	0	13	2	253	372	50	iron, screw.
2,167	53,242	City of Aberdeen	-	ditto	- „	1865	Aberdeen Steam Navigation Company	-	227	5	29	4	16	0	440	682	170	iron, screw.
2,168	53,246	Douglas	- - -	ditto	- 1866	1866	Douglas Lapraik	- - - - -	242	7	28	6	19	9	616	874	160	iron, screw.
2,169	53,260	Taiwan	- - -	ditto	- „	„	John C. Couper	- - - - -	174	9	24	2	12	4	218	338	72	iron, screw.
2,170	10,044	*Prince of Wales	-	Alloa	- 1845	1845	Alloa and Stirling Steam Boat Company	-	130	3	21	1	7	9	93	154	80	
2,171	2,457	Harvest Home	-	ditto	- 1857	1837	Thomas Adamson	- - - - -	73	8	14	3	8	5	12	50	32	
2,172	18,273	Robert Bruce	- -	ditto	- „	1856	- - ditto	- - - - - -	69	5	17	1	7	6	8	53	27	
2,173	20,792	Victoria	- - -	ditto	- 1858	1858	Stirling, Alloa, and Kincardine Steam Boat Company.		135	8	15	0	6	0	67	92	40	
2,174	28,228	Alpheus	- - -	ditto	- 1864	1860	David Sneddon	- - - - -	64	5	17	6	7	4	35	52	20	screw.
2,175	10,001	Stirling Castle	-	ditto	- 1866	1826	- - ditto	- - - - - -	90	8	22	6	8	3	52	105	40	
2,176	12,175	Northumberland	-	Ardrossan	- 1859	1852	John Moffat	- - - - - -	78	6	17	2	7	9	14	72	40	iron.
2,177	26,988	Earl of Arran	- -	ditto	- 1860	1860	Ardrossan and Arran Steam Ship Company (Limited).		143	4	18	5	8	5	91	144	80	iron.
2,178	49,744	Terrier	- - -	ditto	- 1864	1864	John Moffat	- - - - -	79	4	17	5	9	1	21	71	30	
2,179	48,620	Countess of Eglinton		ditto	- 1865	1865	Earl of Eglinton and others	- - -	165	6	24	1	12	9	276	366	70	iron, screw.
2,180	45,251	Sea Mew	- -	ditto	- „	1863	John Smith and others	- - - -	71	5	16	9	8	5	42	61	13	iron, screw.
2,181	49,608	Miaca	- - -	Ayr	- 1866	1866	Thomas Steele and another	- - -	160	0	21	1	18	5	306	412	75	iron, screw.
2,182	51,478	Vale of Clwyd	-	ditto	- „	1865	Thomas Steele and others	- - - -	186	5	18	1	7	0	80	155	90	iron.
2,183	29,031	Whiteinch	- -	Borrowstoness	1860	1860	William M'Arthur	- - - - -	42	3	14	8	6	0	19	23	7	screw.
2,184	29,039	Speedwell	- -	ditto	- 1865	1864	David Bleloch	- - - - -	57	7	13	5	6	6	25	32	14	screw.
2,185	52,909	Amphion	- -	ditto	- 1866	1866	John Scott	- - - - - -	151	4	21	1	12	3	188	277	50	iron, screw.
2,186	52,910	Hemaja	- - -	ditto	- „	„	Alexander Morrison	- - - - -	66	1	13	8	6	7	31	45	10	iron, screw.
2,187	3,323	*Celt	- - -	Campbeltown	1848	1848	Campbeltown and Glasgow Steam Packet Joint Stock Company	- - - -	155	9	20	3	10	3	154	272	140	
2,188	18,787	Druid	- - -	ditto	- 1857	1857	John Bush, jun., and others	- - -	160	1	20	6	9	7	125	229	150	iron.
2,189	40,922	*Neptune	- - -	Dundee	- 1854	1848	A. Barrow	- - - - - -	96	8	19	2	8	8	84	111	20	iron, screw.
2,190	15,088	London	- - -	ditto	- 1856	1856	John Symers and others	- - - -	208	9	28	2	16	1	423	622	140	iron, screw.
2,191	19,290	Samson	- - -	ditto	- 1857	1857	- - ditto	- - - - - -	81	8	18	4	9	5	36	82	–	iron.
2,192	31,624	Tay	- - -	ditto	- 1858	1850	William Clark	- - - - - -	141	6	29	0	19	6	455	560	75	screw.
2,193	20,366	Eagle	- - -	ditto	- „	1858	John Symers and others	- - - -	164	3	22	8	12	0	215	316	85	iron, screw.
2,194	7,109	Queen	- - -	ditto	- „	1856	- - ditto	- - - - - -	159	9	22	1	12	8	200	294	70	iron, screw.
2,195	22,682	Fifeshire	- - -	ditto	- 1859	1858	John Pullar and others	- - - -	124	4	30	1	6	6	153	243	80	iron.
2,196	22,686	Narwhal	- - -	ditto	- „	1859	James Scott	- - - - - -	151	4	30	1	18	5	434	533	65	screw.
2,197	27,496	Camperdown	- -	ditto	- 1860	1860	David Doncan and others	- - - -	154	5	30	0	18	0	424	541	70	
2,198	4,602	Wildfire	- - -	ditto	- „	1854	William Harris and others	- - - -	145	3	28	0	16	7	287	364	50	screw.
2,199	29,451	Polynia	- - -	ditto	- 1861	1861	Patrick Anderson and others	- - -	146	2	29	0	18	1	358	472	60	screw.
2,200	29,456	Forfarshire	- -	ditto	- „	„	John Pullar and others	- - - -	120	5	20	1	6	6	72	115	40	steel.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,201	45,194	Scotia	Dundee - 1862	1862	George Duncan and others	211 4	28 0	16 0	448	658	160	iron, screw.
2,202	45,816	Anglia	ditto - 1863	1863	- - ditto	213 4	28 0	16 0	452	664	160	iron, screw.
2,203	19,540	Victor	ditto - 1864	1847	George Welch and others	106 1	28 7	18 4	278	361	36	screw.
2,204	45,821	Alexander	ditto - ,,	1864	Robert Gilroy and others	157 1	29 3	18 4	435	558	80	screw.
2,205	43,691	Pladda	ditto - 1865	1861	Dundee and Newcastle Steam Shipping Company (Limited).	181 5	24 6	13 7	298	392	80	iron, screw.
2,206	45,829	Atlas	ditto - ,,	1865	George Duncan and others	84 8	18 6	9 6	45	96	50	iron.
2,207	52,561	Hibernia	ditto - ,,	,,	- - ditto	224 3	28 0	16 0	454	668	180	iron, screw.
2,208	52,568	Gallia	ditto - ,,	,,	- - ditto	190 5	24 1	13 7	341	441	90	iron, screw.
2,209	52,569	Vesper	ditto - 1866	1866	Robert Aitken Mudie	170 3	26 1	14 3	401	478	60	iron, screw.
2,210	18,504	Intrepide	ditto - ,,	1851	George Welch	122 8	30 2	19 0	326	426	50	screw.
2,211	52,562	Esquimaux	ditto - ,,	1865	Robert M'Garn and others	157 3	29 5	19 3	436	157	70	screw.
2,212	7,143	Hercules	ditto - ,,	1853	David Edwards and others	80 5	17 1	8 4	22	63	30	
2,213	22,947	*Invincible	Glasgow - 1846	1844	Z. C. Pearson and another	130 1	16 8	8 0	78	131	75	iron.
2,214	3,174	Lady Kelburn	ditto - ,,	1843	William Wright	149 2	17 5	8 0	78	151	80	
2,215	23,924	*Satellite	ditto - 1848	1848	James Burns and others	108 5	18 8	9 7	82	157	80	
2,216	3,154	Rose	ditto - 1851	1851	Glasgow and Londonderry Steam Packet Company.	184 5	23 0	12 8	283	449	200	iron.
2,217	3,158	Pioneer	ditto - ,,	1844	D. Hutcheson and Company	159 8	17 8	8 8	65	144	91	
2,218	3,161	Cygnet	ditto - ,,	1848	- - ditto	77 5	14 5	10 0	62	101	50	iron.
2,219	6,359	Mary Jane	ditto - ,,	1846	- - ditto	149 5	19 3	9 5	122	208	120	iron.
2,220	3,142	Mountaineer	ditto - 1852	1852	- - ditto	174 3	17 6	7 9	76	156	50	iron.
2,221	3,178	Lady Brisbane	ditto - ,,	1842	Duncan M'Kellar	133 0	17 4	8 5	50	127	76	iron.
2,222	1,288	*Balbec	ditto - 1853	1853	James Burns and others	206 5	29 4	17 0	615	838	150	iron, screw.
2,223	3,375	*Reindeer	ditto - ,,	1852	J. D. Mullens	166 0	15 7	7 3	84	143	70	iron.
2,224	1,540	*British Queen	ditto - ,,	1849	James Burns and others	187 1	28 0	17 8	566	763	180	iron, screw.
2,225	17,877	*Shandon	ditto - ,,	1839	W. Wilkinshaw	134 9	16 5	10 9	115	186	80	
2,226	1,334	*Jackal	ditto - ,,	1853	James Burns and others	125 4	19 5	9 8	111	180	80	iron.
2,227	1,284	*Asia	ditto - ,,	1850	- - ditto	265 2	37 2	27 2	1,214	2,227	816	
2,228	1,821	*Africa	ditto - ,,	,,	- - ditto	265 6	37 2	27 2	1,216	2,226	650	
2,229	3,177	Venus	ditto - ,,	1852	Duncan M'Kellar	172 0	17 1	8 2	72	150	92	iron.
2,230	1,609	*America	ditto - 1854	1847	James Rodger Thomson	249 0	35 1	25 3	984	1,826	600	
2,231	7,074	*Niagara	ditto - ,,	,,	James Fernand	249 0	35 1	25 2	1,008	1,835	680	
2,232	17,669	Therese	ditto - ,,	1854	John Tennant	- -	21 7	11 7	200	289	60	iron, screw.
2,233	1,285	*Canada	ditto - ,,	1848	James Burns and others	249 0	35 1	25 7	1,102	1,831	698	
2,234	1,816	*Delta	ditto - ,,	1854	Sir Samuel Cunard, Bart.	208 6	27 0	15 8	425	644	120	iron, screw.
2,235	20,705	*Islay	ditto - 1855	1849	Charles Morrison and another	167 0	20 8	10 6	200	325	160	iron.
2,236	3,238	Lightning	ditto -	1855								

2,238	22,930	Garland	ditto	"	"	John Cameron and others	166	8	17	5	7	1	66	120	85	iron.		
2,239	22,895	Sir Colin Campbell	ditto	"	"	Henry Curtis and others	166	7	17	5	7	1	66	120	85	iron.		
2,240	11,523	Persia	ditto	1856	1856	James Burns and others	376	0	45	3	30	0	2,079	3,360	900	iron.		
2,241	15,462	Lochgoil	ditto	"	1853	James Watson and others	163	0	16	0	7	1	78	124	80	iron.		
2,242	26,137	Rapid	ditto	"	1848	M'Farlane and Company	74	0	15	7	8	6	7	51	35			
2,243	25,943	Europa	ditto	"	1856	James Burns and others	286	3	38	1	17	0	1,208	1,918	800			
2,244	16,249	Nimrod	ditto	"	1854	Kidston and Whyte	83	4	16	4	8	9	17	67	45			
2,245	2,040	Maid of Orleans	ditto	"	1855	M'Farlane and Company	80	6	16	5	8	7	16	64	32			
2,246	7,648	Sir Charles Napier	ditto	"	1854	John Steel and others	72	9	15	0	8	3	13	51	28			
2,247	2,961	Firefly	ditto	"	"	- - ditto	75	6	15	2	8	5	7	51	30			
2,248	17,185	Carthage	ditto	1857	1856	A. Perceval	216	8	30	0	15	0	500	736	150			
2,249	6,383	Industry	ditto	"	1814	A. M'George	68	1	17	2	8	1	43	69	14			
2,250	19,486	General Williams	ditto	"	1856	John Steel and others	79	0	15	7	8	0	11	60	35			
2,251	19,488	James Watt	ditto	"	1857	- - ditto	79	0	17	2	7	1	47	69	15	iron, screw.		
2,252	20,519	Glasgow	ditto	"	"	J. B. Murdoch and another	63	2	17	0	8	3	39	60	20	iron, screw.		
2,253	20,523	Leith	ditto	1858	1858	- - ditto	63	2	17	0	8	3	39	61	20	iron, screw.		
2,254	20,524	Henry Bell	ditto	"	1857	John Steel and others	78	7	17	2	7	0	47	69	15	iron, screw.		
2,255	3,010	Lynx	ditto	"	1854	J. T. Caird	213	5	23	6	13	3	314	499	240	iron.		
2,256	21,385	Palestine	ditto	"	1858	James Burns and others	255	2	34	2	24	3	936	1,377	260	iron, screw.		
2,257	6,380	Petrel	ditto	"	1845	John Dore and another	168	6	18	0	8	0	80	162	60	iron.		
2,258	25,294	Ranger	ditto	"	1858	Henry Lafone	104	8	16	0	9	1	58	96	48	iron, screw.		
2,259	25,890	Auguste Louise	ditto	"	1854	H. L. Seligmann	139	3	19	0	10	0	116	187	40	iron, screw.		
2,260	30,499	Governor Higginson	ditto	"	1856	Calcutta and Burmah Steam Navigation Company.	208	0	27	1	16	2	411	644	160	iron, screw.		
2,261	27,113	Plover	ditto	1859	1849	David Hutcheson and others	83	8	14	8	8	9	69	110	50	iron.		
2,262	27,114	Lochlong	ditto	"	1859	James Wilson and others	150	4	15	2	7	2	73	116	60	iron.		
2,263	3,357	Cardiff Castle	ditto	"	1844	John Dore	173	5	19	3	8	8	67	101	60	iron.		
2,264	27,121	Joanna	ditto	"	1858	Forth and Clyde Navigation Company	64	0	11	3	4	7	19	25	6	screw.		
2,265	27,957	"A"	ditto	"	1849	J. Davie	65	5	15	7	7	4	42	52	20	iron, screw.		
2,266	19,492	Australasian	ditto	1860	1857	James Burns and others	331	7	42	1	20	9	1,513	2,761	700	iron, screw.		
2,267	28,211	"I"	ditto	"	1850	Forth and Clyde Navigation Company	65	9	15	0	7	0	42	52	20	iron, screw.		
2,268	28,216	Olympus	ditto	"	1860	John Burns and others	276	8	36	0	26	0	1,220	1,794	250	iron, screw.		
2,269	28,220	Marathon	ditto	"	"	- - ditto	274	0	36	0	25	0	1,213	1,784	250	iron, screw.		
2,270	3,160	Edinburgh Castle	ditto	"	1844	David Hutcheson and others	140	2	16	5	7	0	44	98	45	iron.		
2,271	28,225	Hecla	ditto	"	1860	John Burns and others	274	1	36	3	25	8	1,214	1,785	250	iron, screw.		
2,272	28,477	Atlas	ditto	"	"	- - ditto	276	9	36	3	26	1	1,220	1,794	250	iron, screw.		
2,273	13,532	Stromboli	ditto	"	1856	James Burns and others	198	8	28	8	17	6	619	734	100	iron, screw.		
2,274	28,883	Pioneer	ditto	"	1859	James Jeffrey and another	66	5	13	5	4	9	28	33	12	iron, screw.		
2,275	29,275	Advance	ditto	1861	1861	William M'Coskry	107	1	18	7	9	3	37	127	80	iron.		
2,276	29,278	Lancefield	ditto	"	"	Robert M. Cracken and another	145	6	23	2	13	4	172	280	60	iron, screw.		
2,277	29,282	Moulmein	ditto	"	"	Calcutta and Burmah Steam Navigation Company.	151	5	25	2	13	4	238	323	70	iron, screw.		
2,278	29,289	Flying Dutchman	ditto	"	"	J. P. Kidston and others	106	3	19	1	10	1	44	125	50	iron.		
2,279	28,478	Athanasian	ditto	"	1860	John Hutchison	182	2	25	2	14	6	306	418	60	iron, screw.		
2,280	28,213	Dunglass	ditto	"	1857	William Cowan	68	3	17	7	6	8	48	53	8	iron, screw.		
2,281	28,214	Renfrew	ditto	"	"	- - ditto	70	3	17	6	6	8	48	53	8	iron, screw.		
2,282	14,582	Chesapeake	ditto	"	1856	Alexander M'Kinnon and another	76	2	15	3	8	3	12	54	26			
2,283	43,687	Sidon	ditto	"	1861	John Burns and others	275	8	36	3	25	8	1,267	1,782	250	iron, screw.		
2,284	43,690	Palermo	ditto	"	"	William Henderson and others	169	5	21	9	13	5	289	380	50	iron, screw.		

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,285	28,890	Kedar	Glasgow 1861	1860	John Burns and others	275 8	36 3	25 7½	1,212	1,783	250	iron, screw.
2,286	43,695	Express	ditto „	1861	Arthur Abraham and another	222 5	30 1½	10 4	290	489	180	iron.
2,287	43,696	Morocco	ditto „	„	John Burns and others	275 5	36 2½	25 8	1,268	1,783	250	iron, screw.
2,288	15,700	Collier	ditto „	1848	William Morries and another	127 7	20 2	10 5½	132	194	40	iron, screw.
2,289	43,709	Livorno	ditto 1862	1862	R. B. Handyside and others	169 6	21 9	13 5	290	381	50	iron, screw.
2,290	43,705	China	ditto „	„	James Burns and others	326 2	40 4½	19 3	1,540	2,529	550	iron, screw.
2,291	16,246	Damascus	ditto „	1856	James Allen and others	253 5	32 0	22 2	825	1,214	200	iron, screw.
2,292	43,711	Scotia	ditto „	1862	James Burns and others	379 0	47 8	30 5	2,125	3,871	1,000	iron.
2,293	44,771	Pehlwan	ditto „	„	John Fleming	110 3	19 0½	9 2	74	135	60	iron.
2,294	44,777	Nan Zing	ditto „	„	J. F. H. Trautman	210 0	27 6	13 9	419	621	200	iron.
2,295	44,780	Clydesdale	ditto „	„	David Hutcheson and others	180 2	24 1	13 2	254	403	120	iron, screw.
2,296	44,789	William Cormal	ditto „	„	John Hutchison	161 0	24 7	11 9½	240	354	60	iron, screw.
2,297	44,792	India	ditto „	„	Calcutta and Burmah Steam Navigation Company.	239 0	30 2	19 0½	792	1,010	200	iron, screw.
2,298	44,796	Messina	ditto „	„	R. B. Handyside and others	169 5	21 9	13 5	290	381	55	iron, screw.
2,299	44,798	Ava	ditto „	„	Irrawaddy Flotilla and Burmese Steam Navigation Company (Limited).	141 4	23 3	11 9½	207	278	60	iron, screw.
2,300	44,801	Kurrachee	ditto „	„	Calcutta and Burmah Steam Navigation Company.	185 0	25 5	14 4	395	510	120	iron, screw.
2,301	44,804	Penang	ditto „	„	- - ditto	218 8	28 0	16 6½	531	699	120	iron, screw.
2,302	16,241	St. Elmo	ditto „	1856	Thomas Meikle	161 3	22 1	11 6	181	260	60	iron, screw.
2,303	26,004	Excelsior	ditto „	1855	John and Peter Hutchison	167 4	22 9½	13 0	309	382	50	iron, screw.
2,304	44,811	Coliina	ditto „	1862	William Mories and another	135 9	19 7	10 7	176	234	60	iron, screw.
2,305	44,819	Corsica	ditto 1863	1863	James Burns and others	224 2	32 2	24 0	681	1,134	200	iron, screw.
2,306	45,952	Genova	ditto „	„	R. B. Handyside and others	176 0	22 1	13 5	300	391	80	iron, screw.
2,307	45,956	Alpha	ditto „	„	Sir S. Cunard, Bart.	221 8	27 6	14 9	514	653	112	iron, screw.
2,308	29,718	Mariner	ditto „	1861	A. M. Kinnon and another	81 3	16 5	9 0	22	68	28	
2,309	47,051	Victor	ditto „	1863	J. Reid and others	88 9	17 6	8 9	24	82	48	
2,310	15,458	Acquila	ditto „	1843	P. L. Henderson	127 4	16 5½	7 6	45	95	60	iron.
2,311	45,964	Cheduba	ditto „	1863	British India Steam Navigation Company	209 1	26 3⅓	16 1	538	667	100	iron, screw.
2,312	45,976	Victory	ditto „	„	Wemyss Bay Company (Limited)	176 7	17 6⅓	6 6	79	125	75	iron.
2,313	21,381	Hero	ditto „	1858	George and James Ferguson	181 0	19 1½	7 1⅓	84	157	80	iron.
2,314	45,985	Bull Dog	ditto „	1863	Hoogty Steam Tug Company	152 5	22 0	11 6	104	247	140	iron.
2,315	45,992	Euphrates	ditto „	„	British India Steam Navigation Company	208 7	28 3½	16 5	488	650	120	iron, screw.
2,316	45,993	Orissa	ditto „	„	- - ditto	153 2	23 1½	12 2	271	360	80	iron, screw.
2,317	45,997	Tripoli	ditto „	„	James Burns and others	292 3	38 2	26 5	1,401	2,061	280	iron, screw.
2,318	45,995	Comorin	ditto „	„	British India Steam Navigation Company	176 3	25 2½	14 1	318	453	80	iron, screw.
2,319	45,999	Princess Royal	ditto „	„	J. Langlands and others	200 5	28 2½	14 8	404	556	150	iron, screw.

2,322	17,874	Don Pedro	ditto	„	„	R. B. Handyside and others	159	7	20	1	12	5	239	295	90	iron, screw.
2,323	47,828	Andalusia	ditto	„	„	W. Mories and another	137	2	19	8	11	7	211	274	50	iron, screw.
2,324	47,833	Caledonia	ditto	„	„	R. B. Handyside and others	261	5	33	1	21	6	1,119	1,393	360	iron, screw.
2,325	47,841	Arabia	ditto	„	„	British India Steam Navigation Company	239	2	30	2	19	0½	807	1,027	200	iron, screw.
2,326	3,098	Irishman	ditto	„	1854	A. A. Laird	170	3	21	2	12	4	210	309	60	iron, screw.
2,327	6,339	Lochfine	ditto	1864	1847	John McMillan and others	76	6	18	7	7	7	43	72	18	iron, screw.
2,328	47,046	Adele	ditto	„	1864	H. L. Seligmann	170	9	24	1	12	0	274	342	60	iron, screw.
2,329	47,845	Peruvian	ditto	„	1863	James Allan and others	312	1	38	4	17	0	1,432	2,106	330	iron, screw.
2,330	47,847	Yuen Ize Fee	ditto	„	1864	J. F. H. Trautmann	185	5	26	1	11	6	316	422	100	iron, screw.
2,331	45,693	Blanche	ditto	„	1863	Mathew Langlands and others	146	1	20	5	12	0	174	234	40	iron, screw.
2,332	48,903	Greenock	ditto	„	1864	J. B. Murdoch and others	64	8	17	8	9	1½	57	70	35	iron, screw.
2,333	48,901	Busheer	ditto	„	„	British India Steam Navigation Company (Limited).	216	0	29	1½	16	7½	617	792	130	iron, screw.
2,334	23,056	Dieppe	ditto	„	1855	Peter Denny	181	5	19	8	10	7	170	270	150	iron.
2,335	48,906	Flying Spray	ditto	„	1864	J. P. Kidston and others	79	0	17	4	9	0	20	69	30	
2,336	43,707	Jessie Brown	ditto	„	1861	Neil Robson and another	120	7	20	1	8	7½	117	147	30	iron, screw.
2,337	48,917	Argyle	ditto	„	1864	William Dick and another	85	8	19	0	8	7	69	104	25	
2,338	48,915	Petro	ditto	„	„	Robert Binning	65	5	14	5	4	7½	28	35	10	iron, screw.
2,339	48,929	Ta-Pang-Nyo	ditto	„	„	J. F. H. Trautmann	220	2	29	1	14	9	517	669	150	iron, screw.
2,340	18,186	Lady Franklin	ditto	„	1860	John Acton	119	6	19	2	10	8	87	146	80	
2,341	48,923	Norseman	ditto	„	1864	James M'Farlane and another	81	7	18	1½	8	0	52	77	18	iron, screw.
2,342	48,928	Madras	ditto	„	„	British India Steam Navigation Company (Limited).	226	2	28	3	15	2	545	680	125	iron, screw.
2,343	48,926	Lennox	ditto	„	„	William Whyte and others	139	4	14	1	6	5	65	87	40	iron.
2,344	48,927	Leven	ditto	„	„	- - ditto	139	4	14	1	6	5	65	87	40	iron.
2,345	48,936	Punjaub	ditto	„	„	British India Steam Navigation Company (Limited).	239	1	30	2	19	0	810	1,030	200	iron, screw.
2,346	48,944	St. David	ditto	„	„	James Allan and another	272	2	34	2	22	0	1,031	1,516	150	iron, screw.
2,347	48,946	Flying Mist	ditto	„	„	J. P. Kidston and others	90	8	17	8	9	2½	40	95	65	iron.
2,348	50,332	Clara	ditto	„	„	Benjamin Simons	165	4	10	9	12	0	120	291	53	iron, screw.
2,349	50,334	Alexander	ditto	„	„	Charles Henderson	165	0	23	1	7	6½	195	251	60	iron.
2,350	50,335	Armstrong	ditto	„	„	James Cameron	232	7	26	3	10	1	214	396	200	iron.
2,351	50,341	Michel	ditto	„	„	W. R. Coulburn	165	0	23	1	7	6½	195	251	60	iron.
2,352	50,339	Rhoda	ditto	„	„	John Jack	65	0	13	5½	4	9	28	33	12	iron, screw.
2,353	50,337	Cashmere	ditto	„	„	British India Steam Navigation Company (Limited).	239	1	30	2	19	0	810	1,028	200	iron, screw.
2,354	48,920	Vivid	ditto	„	„	J. M. Campbell and another	188	3	18	2	7	8	99	157	80	iron.
2,355	50,354	Moravian	ditto	„	„	James Allan and another	320	9	39	0	17	4½	1,527	2,246	400	iron, screw.
2,356	50,352	Flying Meteor	ditto	„	„	J. P. Kidston and others	111	5	18	6	9	7	47	127	65	iron.
2,357	50,351	Flying Childers	ditto	„	„	- - ditto	88	4	17	9	9	2½	29	84	60	
2,358	28,482	Falcon	ditto	„	1860	A. A. Laird	174	4	24	1	13	3½	265	390	100	iron, screw.
2,359	50,355	Susan Birne	ditto	„	1864	J. T. Lawrence	252	2	31	1	11	0½	446	637	250	steel.
2,360	50,357	Cuba	ditto	„	„	James Burns and others	338	2	42	4	19	4½	1,535	2,668	560	iron, screw.
2,361	47,170	Conqueror	ditto	„	„	G. J. Kidston	126	4	20	0	11	4	83	181	95	iron.
2,362	50,364	Emily	ditto	„	„	Edward Bates	221	0	25	2	11	5	243	443	250	iron.
2,363	50,362	Bertha	ditto	„	„	H. L. Seligmann	170	6	25	2	12	4½	252	371	90	iron, screw.
2,364	50,365	Napoli	ditto	„	„	R. B. Handyside and others	206	0	25	1	16	6½	486	635	96	iron, screw.
2,365	50,370	Aleppo	ditto	1865	1865	James Burns and others	292	5	38	2	26	2	1,399	2,057	280	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,366	50,372	Saltee	Glasgow	1865	1864	J. P. Kidston and others	181 5	24 6	13 7	269	396	80	iron, screw.
2,367	19,724	Scottish Maid	ditto	„	1856	James M'Farlane and others	68 2	14 7	7 7	11	41	25	
2,368	47,817	Tuskar	ditto	„	1863	J. P. Kidston and others	181 5	24 6	13 7	270	397	80	iron, screw.
2,369	50,373	Roma	ditto	„	1865	R. B. Handyside and others	205 8	25 0	16 6½	509	657	96	iron, screw.
2,370	42,537	Sultan	ditto	„	1861	Alexander Williamson	176 0	16 6½	7 2½	78	124	60	iron.
2,371	52,582	Myrtle	ditto	„	„	John Cameron and another	134 7	20 1	7 9	108	159	35	iron, screw.
2,372	50,378	Tarifa	ditto	„	1865	James Burns and others	292 5	38 2	26 2½	1,400	2,058	280	iron, screw.
2,373	52,587	Corea	ditto	„	„	Peter Denny	209 9	27 2	14 4½	648	874	150	iron, screw.
2,374	52,586	Asia	ditto	„	„	British India Steam Navigation Company (Limited).	274 8	34 2	17 1½	1,208	1,579	250	iron, screw.
2,375	52,590	Thomas Bazley	ditto	„	„	West Africa Company (Limited)	166 7	21 2	8 0	132	227	90	iron.
2,376	44,794	Lyle	ditto	„	1862	Wordsworth Harrison and others	63 0	11 9	5 9½	26	32	14	iron, screw.
2,377	30,670	Mahanuddy	ditto	„	1846	Irrawaddy Flotilla and Burmese Steam Navigation Company (Limited).	138 5	23 3	8 0	154	239	60	iron.
2,378	30,671	Lord William Bentinck	ditto	„	1842	ditto	130 5	23 5	7 0	131	198	–	iron.
2,379	30,672	Nerbudda	ditto	„	„	ditto	151 0	25 0	6 5	162	229	–	iron.
2,380	52,585	Largs	ditto	„	1864	Wemyss Bay Steam Boat Company (Limited).	161 4	19 1	7 9	88	152	60	iron.
2,381	52,595	Kyles	ditto	„	1865	Waterman's Steam Packet Company	219 4	20 2	8 4	171	252	120	iron.
2,382	52,596	Valencia	ditto	„	„	William Morris and another	139 6	19 6	11 8½	191	254	40	iron, screw.
2,383	22,863	Guy Fawkes	ditto	„	1849	Thomas Buchanan and another	72 4½	14 8	8 2	45	65	13	iron, screw.
2,384	52,593	Flying Foam	ditto	„	1865	J. P. Kidston and others	96 5	17 2	8 3	26	88	50	iron.
2,385	41,027	Damoodah	ditto	„	1842	Irrawaddy Flotilla and Burmese Steam Navigation Company (Limited).	155 0	24 3	7 0	179	226	60	iron.
2,386	52,601	Bull Dog	ditto	„	1865	Robert Hannan and another	90 0	20 1	6 2	78	91	12	iron, screw.
2,387	52,605	Terrier	ditto	„	„	ditto	90 0	20 1	6 2	79	91	12	iron, screw.
2,388	52,604	Thistle	ditto	„	„	John Cameron and another	198 5	25 2	13 1	227	444	140	iron, screw.
2,389	52,606	Griffin	ditto	„	„	James Baird	155 2	21 0	12 5	150	242	90	iron, screw.
2,390	52,607	Hibernia	ditto	„	„	R. B. Handyside and others	278 2	33 7	22 3	1,317	1,616	350	iron, screw.
2,391	52,608	Thales	ditto	„	1864	Peter Denny	231 0	31 4	15 6½	775	1,154	200	iron, screw.
2,392	52,612	William Taylor	ditto	„	1865	Peter Brash and another	111 5	18 8	10 6	113	154	35	iron, screw.
2,393	52,613	Isabel	ditto	„	„	J. E. Watson and others	53 9	9 8	5 5	12	17	10	iron, screw.
2,394	52,614	Bute	ditto	„	„	Woolwich Steam Packet Company (Limited)	219 4	20 2	8 4	171	251	120	iron.
2,395	52,615	Rothesay Castle	ditto	„	„	Robert M'Cowan and others	203 0	19 3½	7 9½	113	203	88	iron.
2,396	52,617	Louisa	ditto	„	„	J. W. Clayton	52 5	10 0	4 6	12	15	12	iron, screw.
2,397	52,618	Albion	ditto	„	„	James Reid and others	160 5	20 2	10 4	152	224	60	iron, screw.
2,398	52,616	Sarah Garcia	ditto	„	„	Benjamin Simons and others	175 4	22 6½	13 7½	297	391	55	

								Navigation Company (Limited).											
2,401	53,366	Cisne	ditto	-	„	„	David Rowan and another	-	-	-	155	5	20	8½	8	5½	196	247	60	iron, screw.
2,402	53,368	Mahratta	ditto	-	„	„	British India Steam Navigation Company (Limited)				227	4	28	3	16	0	585	742	120	iron, screw.
2,403	53,367	Valetta	ditto	-	„	„	R. B. Handyside and others	-	-	-	205	8	25	0	16	5	507	656	96	iron, screw.
2,404	53,371	Tornado	ditto	-	„	„	Saul Isaac	-	-	-	240	0	33	0	18	8½	496	963	350	iron, screw.
2,405	52,630	Conqueror	ditto	-	„	„	J. P. Kidston and others	-	-	-	136	5	20	2½	11	6	129	199	120	iron.
2,406	53,369	Martaban	ditto	-	„	„	British India Steam Navigation Company (Limited).				193	4	26	1	14	5½	390	515	110	iron, screw.
2,407	52,628	Maightdean-na-Herradh.	ditto	-	„	„	Earl of Dunmore	-	-	-	66	0	16	1	8	0	27	39	15	iron, screw.
2,408	53,377	Albert	ditto	-	„	„	George Ritchie and others	-	-	-	65	0	17	1	6	6	42	52	20	iron, screw.
2,409	53,376	Venezia	ditto	-	„	„	R. B. Handyside and others	-	-	-	205	5	25	0	16	5	508	656	96	iron, screw.
2,410	53,375	Kinsale	ditto	-	„	„	J. P. Kidston and others	-	-	-	197	8	25	1	14	5	340	500	95	iron, screw.
2,411	51,829	Fannie	ditto	-	„	1859	Caledonian Railway Company	-	-	-	220	6	30	8	14	3	455	699	250	iron.
2,412	53,378	Malta	ditto	-	„	1865	John Burns and others	-	-	-	303	1	39	3	25	0	1,541	2,132	280	iron, screw.
2,413	53,379	Jasper	ditto	-	„	„	William Robertson	-	-	-	65	5	16	1	5	7	33	42	14	iron, screw.
2,414	53,380	Cyclone	ditto	-	„	„	J. M. Hall	-	-	-	160	8	26	2	12	5	157	346	250	iron.
2,415	53,381	Sanda	ditto	-	1866	1866	John P. Kidston and others	-	-	-	197	8	25	1	14	5	340	500	95	iron, screw.
2,416	51,830	Alice	ditto	-	„	„	Thomas Salkeld and another	-	-	-	220	6	30	8	14	3	455	699	250	iron.
2,417	53,383	Malaga	ditto	-	„	„	William Mories and others	-	-	-	137	6	19	6	11	9	186	251	40	iron, screw.
2,418	45,984	Britannia	ditto	-	„	1863	Robert B. Handyside and others	-	-	-	261	5	33	1	21	6	1,118	1,392	360	iron, screw.
2,419	53,388	Argyle	ditto	-	„	1866	Wemyss Bay Steam Boat Company (Limited).				177	3	17	5	7	6	73	140	75	iron.
2,420	48,931	Eagle	ditto	-	„	1864	William Buchanan	-	-	-	219	5	20	2	7	3	92	206	100	iron, screw.
2,421	53,394	Athole	ditto	-	„	1866	Duncan Stewart	-	-	-	192	1	18	5	7	8	90	165	80	iron.
2,422	53,391	Palmyra	ditto	-	„	„	John Barns and others	-	-	-	290	8	38	0	26	1	1,390	2,044	260	iron, screw.
2,423	53,396	Amazona	ditto	-	„	„	Peter Denny	-	-	-	251	0	30	0	15	0	457	774	300	iron and twin screw.
2,424	49,535	Macedon	ditto	-	„	1864	Henry J. Neill and others	-	-	-	176	9	22	7	13	5	314	410	90	iron, screw.
2,425	49,549	Spartan	ditto	-	„	„	- - ditto	-	-	-	176	3	22	5	13	5	296	390	90	iron, screw.
2,426	50,376	Undine	ditto	-	„	1865	Duncan Stewart and another	-	-	-	200	0	18	5	7	7	71	172	90	iron.
2,427	3,176	Vesta	ditto	-	„	1853	John M'Leod Campbell and another	-	-	-	162	3	16	5	6	8	65	123	70	iron.
2,428	53,398	Dandie Dimont	ditto	-	„	1866	Richard Hodgson and others	-	-	-	197	2	22	1	6	9	97	205	110	iron.
2,429	53,407	Scotia	ditto	-	„	„	Daniel Reid	-	-	-	146	3	21	1	12	0	188	277	70	iron, screw.
2,430	53,397	Meg Merriles	ditto	-	„	„	Richard Hodgson and others	-	-	-	192	1	23	1	7	1	94	213	110	iron.
2,431	53,406	Jacinth	ditto	-	„	„	James M'Arthur and another	-	-	-	160	5	24	0	14	1	219	362	60	iron, screw.
2,432	53,405	Princess Alice	ditto	-	„	„	John Langlands and others	-	-	-	200	0	28	1	15	1	318	572	150	iron, screw.
2,433	53,409	Chevalier	ditto	-	„	„	David Hutcheson and others	-	-	-	211	0	22	2	9	3	117	292	150	iron.
2,434	53,410	Linnet	ditto	-	„	„	- - ditto	-	-	-	86	0	16	2	2	8	27	34	15	iron and twin screw.
2,435	53,412	Lizzie	ditto	-	„	„	Charles Botteril	-	-	-	52	9	10	7	4	7	11	15	10	iron, screw.
2,436	53,404	Flying Scud	ditto	-	„	„	John P. Kidston and others	-	-	-	98	5	18	8	9	4	30	100	80	
2,437	49,731	Iowa	ditto	-	„	1864	Thomas Henderson and others	-	-	-	315	0	34	0	24	0	1,438	2,114	500	iron, screw.
2,438	53,411	Camel	ditto	-	„	1866	John Burns and others	-	-	-	243	2	26	5	13	5	433	688	250	iron, screw.
2,439	53,418	Chieftain's Bride	ditto	-	„	„	Hugh M'Lean and another	-	-	-	88	5	18	1	9	0	64	94	18	iron, screw.
2,440	53,420	Theban	ditto	-	„	„	Robert B. Handyside and others	-	-	-	206	5	27	0	16	5	437	642	96	iron, screw.
2,441	56,141	Gondolier	ditto	-	„	„	David Hutcheson and others	-	-	-	148	2	20	2	7	8	90	169	80	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,442	53,413	Agnes	Glasgow 1866	1865	John E. Watson and others	53 9	9 8	5 5	12	17	10	iron, screw.
2,443	53,414	Dunlop	ditto „	1866	Richard Hodgson and others	65 2	18 1	7 8	43	61	10	iron, screw.
2,444	53,415	Black Dwarf	ditto „	„	- - ditto	65 2	18 1	7 8	43	61	10	iron, screw.
2,445	53,416	Vesper	ditto „	„	The Bahia Steam Navigation Company	173 8	16 6	7 7	67	135	75	iron, screw.
2,446	44,818	Wolf	ditto „	1863	John Burns and others	242 7	27 2	13 8	422	670	310	iron, screw.
2,447	44,783	Two Sisters	ditto „	1862	Thomas Bishop and another	62 7	17 2	6 8	36	46	20	iron, screw.
2,448	56,145	Snipe	ditto „	1866	John Burns and others	210 7	28 2	15 0	394	638	150	iron, screw.
2,449	47,849	Penguin	ditto „	1864	- - ditto	220 5	28 5	14 4	439	680	180	iron, screw.
2,450	53,374	Llama	ditto „	1865	- - ditto	241 1	26 3	13 4	425	675	280	iron, screw.
2,451	52,619	Buffalo	ditto „	„	- - ditto	241 1	26 3	13 4	425	675	280	iron.
2,452	20,798	De Brus	ditto „	1858	Thomas Brown and another	146 7	20 1	11 5	178	261	40	screw.
2,453	53,395	Weasel	ditto „	1866	John Burns and others	193 7	26 1	13 6	316	489	120	iron, screw.
2,454	45,965	Antona	ditto „	1863	David Sloan and others	190 1	26 9	14 0	346	509	90	iron, screw.
2,455	27,116	Vulcan	ditto „	1854	Alexander McLean and another	167 9	16 3	8 1	68	129	80	iron, screw.
2,456	56,148	Victoria	ditto „	1866	James Hay	65 1	17 0	6 8	36	54	16	iron, screw.
2,457	50,336	Clutha	ditto „	1864	David Sloan and others	190 3	26 9	14 0	346	508	90	iron, screw.
2,458	45,988	Staffa	ditto „	1863	David Hutcheson and others	148 4	23 2	11 3	121	272	100	iron, screw.
2,459	6 358	Inverary Castle	ditto „	1839	- - ditto	158 5	20 2	9 3	131	209	80	iron.
2,460	48,932	Iona	ditto „	1864	- - ditto	255 5	25 6	9 0	141	393	180	iron.
2,461	56,151	Fitzwilliam	ditto „	1866	Andrew C. Wotherspoon and another	160 6	19 7	11 8	209	307	50	iron, screw.
2,462	56,152	Swan	ditto „	„	John Lorne Stewart	65 6	18 0	7 1	38	56	16	iron, screw.
2,463	56,149	James Rankine	ditto „	„	John Tennant	176 5	24 6	12 7	209	374	85	iron, screw.
2,464	56,155	Chiltern	ditto „	„	Peter Denny	262 0	31 3	22 6	886	1,304	200	iron, screw.
2,465	56,156	Denia	ditto „	„	William Mories and others	141 0	20 2	11 8	164	241	40	iron, screw.
2,466	19,494	Carradale	ditto „	1857	Robert Tennant	80 3	15 0	6 6	34	51	24	iron, screw.
2,467	56,159	Helen McGregor	ditto „	1866	Charles Vallance Robinson	123 7	20 0	9 3	115	168	40	iron, screw.
2 468	50,347	Caroline	ditto „	1864	Peter Denny	226 3	28 2	13 0	404	633	200	iron.
2,469	50,363	Emily	ditto „	„	- - ditto	255 5	34 2	16 5	736	1,100	300	iron, screw.
2,470	56,160	Columbia	ditto „	1866	Robert B. Handyside and others	283 3	33 6	22 2	1,367	1,698	400	iron, screw.
2,471	56,161	Pareora	ditto „	„	William J. Steele	166 5	24 1	9 5	189	278	80	iron, screw.
2,472	56,150	Ibis	ditto „	„	Frederick C. T. Gascoigne	106 0	19 9	11 0	65	111	30	iron, screw.
2,473	56,163	Adelaide	ditto „	„	James Hay	66 0	18 1	9 5	49	72	20	iron, screw.
2,474	56,164	Acadia	ditto „	„	Robert B. Handyside and others	217 2	26 3	17 6	592	749	96	iron, screw.
2,475	56,165	Nestorian	ditto „	„	Hugh Allan and others	317 7	38 5	25 0	1,528	2,246	400	iron, screw.
2,476	56,167	Filipino	ditto „	„	Peter Denny	195 2	26 9	14 5	317	519	120	screw.
2,477	15,485	United Kingdom	ditto „	1857	Robert B. Handyside and others	245 0	32 0	21 9	1,029	1,304	300	iron, screw.
2,478	56,166	Satara	ditto „	1866	British India Steam Navigation Company (Limited).	250 5	32 4	20 9	841	1,237	250	iron, screw.
2,479	18,195	Admiral Cator	ditto		William Sloan	178 8	26 1	13 5	206	303	30	

2,481	13,542	Grange	- - -	ditto	-	1856	1856	- - ditto - - - - - -	178	5	25	1	14	1	263	408	90	iron, screw.
2,482	18,240	Venus	- - -	ditto	-	1857	1857	John Strong and others - - - -	25	4	15	7	8	4	11	53	21	iron.
2,483	25,099	Harmony	- - -	ditto	-	1859	1859	G. G. Mackay - - - - - -	75	0	15	7	8	3	13	54	26	
2,484	28,076	Carron	- - -	ditto	-	1860	1860	Carron Company - - - - - -	181	0	25	7	14	0	286	447	106	iron, screw.
2,485	28,677	Thames	- - -	ditto	-	„	„	- - ditto - - - - - -	180	5	26	1	14	5½	340	454	106	iron, screw.
2,486	28,679	Forth	- - -	ditto	-	1862	1862	- - ditto - - - - - -	188	1	27	1	14	8	368	499	125	iron, screw.
2,487	45,545	Clutha	- - -	ditto	-	1864	1863	- - ditto - - - - - -	191	5	27	6	15	0	394	534	130	iron, screw.
2,488	23,402	Alice	- - -	ditto	-	1865	1854	John Reid - - - - - -	152	5	23	0	14	9	226	332	70	iron, screw.
2,489	45,546	Cupid	- - -	ditto	-	„	1865	John Strong and others - - - -	80	4	17	6	9	2	20	74	30	
2,490	45,547	Express	- - -	ditto	-	„	„	G. G. Mackay and others - - -	80	4	17	4	8	9	19	70	32	
2,491	45,548	Estella	- - -	ditto	-	„	„	C. T. S. B. Reynardson - - -	58	0	10	3½	5	0	10	17	11	screw.
2,492	45,549	Avon	- - -	ditto	-	„	„	Carron Company - - - - -	192	3	28	0	14	9	427	527	120	iron, screw.
2,493	45,550	Topaz	- - -	ditto	-	1866	1866	John C. Robertson and another - - -	64	8	16	8	6	7	39	58	16	iron, screw.
2,494	56,929	Sapphire	- - -	ditto	-	„	„	- - ditto - - - - - -	65	0	16	7	7	2	43	63	16	iron, screw.
2,495	–	*Lord Harris	- -	Greenock	-	1853	1853	A. Campbell and others - - - -	148	4	16	5	7	1	110	164	60	iron.
2,496	7,487	*Powerful	- -	ditto	-	1854	1848	United Steam Towing and Navigation Company (Limited).	73	7	15	6	8	7	17	68	35	
2,497	5,848	Vixen	- - -	ditto	-	„	„	Alexander Fergusson and others - - -	73	0	14	6	8	4	8	56	30	
2,498	–	Stamboul	- -	ditto	-	1855	1854	Henry Lamb and others - - - -	131	6	19	4	9	7	149	202	–	iron, screw.
2,499	7,409	Alma	- - -	ditto	-	„	1855	Duncan Stewart - - - - -	157	3	16	2	7	4	66	122	80	
2,500	22,507	Helen M'Gregor	-	ditto	-	1856	1848	United Steam Towing and Navigation Company (Limited).	87	3	17	9	9	3	19	74	40	
2,501	7,517	Queen of Sheba	-	ditto	-	1857	1852	- - ditto - - - - - -	79	1	15	8	8	7	12	59	40	
2,502	21,571	Pearl	- - -	ditto	-	1858	1858	John Hendrey - - - - - -	86	0	16	7	8	0	17	72	40	
2,503	27,268	William Bromley	-	ditto	-	1859	1859	W. E. Cook and another - - - -	162	2	17	1	6	7	95	151	70	iron.
2,504	28,227	Gem	- - -	ditto	-	1860	„	A. R. Orr and others - - - -	81	8	16	4	8	5	16	64	30	
2,505	28,966	Jane Cochran	- -	ditto	-	„	1860	John and James Cochran - - - -	73	7	18	4	9	3	60	77	16	screw.
2,506	28,967	James	- - -	ditto	-	„	1846	Robert Henry - - - - - -	66	3	16	4	5	2	33	39	13	iron, screw.
2,507	13,537	Samson	- - -	ditto	-	1862	1840	United Steam Towing and Navigation Company (Limited).	71	9	17	0	8	7½	15	61	32	
2,508	45,257	Ruby	- - -	ditto	-	1863	1863	J. Hendry and others - - - -	104	3	19	0	10	2	41	114	50	
2,509	45,258	Jasper	- - -	ditto	-	„	„	- - ditto - - - - - -	103	2	18	9	9	6	42	123	50	iron.
2,510	49,540	Commodore	- -	ditto	-	1864	1864	William Liddell and others - - -	107	8	19	0	9	8	43	114	60	iron.
2,511	19,382	John and Mary	-	ditto	-	„	1857	John Carswell and others - - - -	70	9	14	0	7	4	11	44	20	
2,512	7,486	Defiance	- - -	ditto	-	„	1854	United Steam Towing and Navigation Company (Limited).	83	4	17	1	9	3	17	74	50	
2,513	49,553	Fairy	- - -	ditto	-	1865	1865	Walter Malcolm - - - - -	59	9	13	2	5	3	10	25	15	iron.
2,514	49,557	Rio Parana	- -	ditto	-	„	„	David Bruce - - - - - -	226	3	24	4	9	1	326	428	130	iron.
2,515	22,804	Nelson	- - -	ditto	-	1866	1855	James J. Grieve and others - - -	150	1	16	5	6	8	62	114	60	iron.
2,516	21,921	Tynwald	- - -	ditto	-	„	1846	James T. Caird - - - - - -	188	2	28	0	15	9	277	327	300	iron.
2,517	49,563	Ardencaple	- -	ditto	-	„	1866	James J. Grieve and others - - -	150	0	16	2	6	2	57	89	50	iron.
2,518	49,566	Herald	- - -	ditto	-	„	„	Robert Little and another - - -	221	6	22	0	10	4	207	329	150	iron.
2,519	49,787	Terrible	- - -	ditto	-	„	1865	United Steam Towing and Navigation Company (Limited).	117	5	19	3	10	6	50	155	70	iron.
2,520	49,565	Rosneath	- -	ditto	-	„	1866	James J. Grieve and others - - -	150	0	16	2	6	2	56	89	50	iron.
2,521	59,570	Levan	- - -	ditto	-	„	„	- - ditto - - - - - -	150	2	16	2	6	2	60	93	50	iron.
2,522	55,431	Ardgowan	- -	ditto	-	„	„	- - ditto - - - - - -	150	8	16	1	6	2	60	92	50	iron.
2,523	55,440	Elizabeth	- -	ditto	-	„	„	Mathew Herne and another - - -	65	5	15	6	5	9	29	42	12	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,524	14,512	Scottish Maid	Irvine - 1857	1856	A. C. M. Kinlay	73 5	13 7	7 0	15	44	20	
2,525	18,042	Forth	Kirkaldy - 1856	1855	William Ford and others	131 7	19 5	8 1	87	138	70	iron.
2,526	14,681	Raith	ditto - „	1856	William Swan and others	72 8	15 2	7 5	35	52	15	iron, screw.
2,527	29,569	Tiel	ditto - 1863	1863	R. Herriot and others	72 5	16 6	8 2	43	64	16	iron, screw.
2,528	50,324	Enterprize	ditto - 1865	1865	John Barclay	63 5	14 7	7 0	30	42	10	screw.
2,529	30,847	Ravenscraig	ditto - 1866	1853	George D. Lockhart	130 2	30 8	21 0	395	530	70	screw.
2,530	18,136	Royal Mail	Kirkwall - 1856	1856	John Stranger and others	81 0	19 0	10 0	26	103	50	
2,531	27,604	Arcadia	ditto - 1865	1859	George Robertson	86 8	20 0	10 0	69	101	50	screw.
2,532	7,864	*Britannia	Leith - 1851	1851	James Brown	70 9	14 4	8 5	19	61	30	
2,533	20,427	*Samson	ditto - 1853	1840	Joliffe and Company	88 3	16 8	9 8	28	101	–	
2,534	15,775	*Victor	ditto - „	1852	John Stoker	71 1	14 7	7 7	23	61	30	
2,535	7,736	*Goliah	ditto - „	„	D. R. Macgregor	74 6	15 1	8 8	23	69	42	
2,536	10,283	*Pharos	ditto - 1854	1854	Commissioners of the Northern Lighthouses	182 0	25 3	14 8	300	524	120	iron.
2,537	7,834	*Leviathan	ditto - „	1849	North British Railway Company	157 6	32 9	8 4	301	417	420	iron.
2,538	7,835	*Robert Napier	ditto - „	1850	- - ditto	129 6	23 3	8 5	144	234	–	iron.
2,539	7,735	*Alma	ditto 1855	1854	M'Gregor and Galloway	81 2	15 2	8 8	31	62	40	
2,540	7,727	*Baltic	ditto - „	„	John Stewart	79 9	19 4	9 6	88	120	20	iron, screw.
2,541	7,752	Star	ditto - „	1847	Patrick Mathews	67 5	14 5	8 1	20	51	25	
2,542	15,776	Express	ditto - 1856	1848	North British Railway Company	153 0	24 1	9 8	169	269	120	iron.
2,543	15,777	Thane of Fife	ditto - „	1847	- - ditto	141 0	18 3	9 7	107	171	70	iron.
2,544	15,778	Auld Reekie	ditto - „	„	- - ditto	141 5	19 1	9 1	103	168	68	iron.
2,545	15,779	Forth	ditto - „	1846	- - ditto	144 4	26 9	10 4	106	209	120	iron.
2,546	7,717	Ivanhoe	ditto - „	1850	John Cox and others	161 0	21 0	11 8	179	263	70	iron, screw.
2,547	18,589	Blue Bonnet	ditto - 1857	1857	Alexander Laing and another	83 4	17 2	9 5	14	73	35	
2,548	22,020	Carrier	ditto - 1858	1858	North British Railway Company	124 4	24 7	8 5	131	243	120	iron.
2,549	16,155	Corsair	ditto - 1859	1852	Alexander Bayne and others	79 4	15 7	8 8	12	59	36	
2,550	28,752	Vistula	ditto - 1860	1860	T. Buchanan and others	213 1	27 6	15 0	430	633	110	iron, screw.
2,551	28,756	Tartar	ditto - 1861	1861	William Nicholson	80 7	16 8	9 0	23	70	30	
2,552	28,757	Dwina	ditto - „	„	J. Buchanan and others	223 4	27 7	15 0	454	667	112	iron, screw.
2,553	28,755	Balbinie	ditto - „	„	North British Railway Company	199 6	40 4	8 9	357	533	200	
2,554	14,953	Alliance	ditto - „	1857	Alexander Laing and another	73 3	15 5	8 6	13	55	28	
2,555	28,567	Robert Stephenson	ditto - 1862	1860	Duke of Buccleugh	84 0	17 5	9 0	20	74	40	
2,556	43,507	Ruby	ditto - „	1862	D. R. Macgregor and another	75 3	15 7	8 0	18	56	23	
2,557	43,509	Xanthe	ditto - „	„	Thomas Menzies	204 9	28 4	16 3	579	690	80	iron, screw.
2,558	15,459	Stirling	ditto - 1863	1856	D. R. Macgregor and others	198 8	28 5	17 7	688	831	100	iron, screw.
2,559	44,959	Osborne	ditto - „	1863	M. C. Gibson	211 6	27 1	14 1	387	564	120	iron, screw.
2,560	28,212	"K"	ditto - „	1850	John Buchanan and others	65 6	15 8½	7 2½	42	52	20	iron, screw.
2,561	47,014	Berlin	ditto - „	1863	- - ditto	216 6	27 1	14 0	421	620	120	iron, screw.

2,564	44,953	Despatch	-	-	ditto	-	„	1862	John Buchanan and others	-	-	-	-	200	1	27	7	15	2½	417	613	140	iron, screw.
2,565	22,024	Orient	-	-	ditto	-	„	1859	- - ditto	-	-	-	-	206	1	24	1	14	5	415	527	75	iron, screw.
2,566	7,844	Snowdoun	-	-	ditto	-	„	1855	- - ditto	-	-	-	-	187	3	26	1	14	7	355	522	80	iron, screw.
2,567	22,516	Gnome	-	-	ditto	-	„	1856	- - ditto	-	-	-	-	67	4½	13	0½	7	3	10	38	18	
2,568	21,291	Benwell	-	-	ditto	-	„	1858	John Croall	-	-	-	-	208	3	28	2	15	6	557	678	70	iron, screw.
2,569	29,120	Battalion	-	-	ditto	-	„	1861	William Laing	-	-	-	-	184	6	25	2	14	0	320	470	90	iron, screw.
2,570	47,249	Warsaw	-	-	ditto	-	„	1864	Donald Currie and others	-	-	-	-	222	6	29	0	14	9	467	686	115	iron, screw.
2,571	51,062	Dantzig	-	-	ditto	-	„	„	John Buchanan and others	-	-	-	-	160	4	21	0	13	5	202	306	70	iron, screw.
2,572	1,335	Times	-	-	ditto	-	„	1851	M. C. Gibson and another	-	-	-	-	211	7	24	9	13	8	384	565	140	iron, screw.
2,573	51,064	Marie Stuart	-	-	ditto	-	„	1864	D. R. Macgregor and others	-	-	-	-	222	0	29	1	15	0	480	706	115	iron, screw.
2,574	51,068	Stettin	-	-	ditto	-	„	„	John Buchanan and others	-	-	-	-	228	7	28	1	15	9	519	764	90	iron, screw.
2,575	44,960	Fingal	-	-	ditto	-	1865	1863	London and Edinburgh Shipping Company	-	-	-	-	213	0	26	3	16	5	500	721	120	iron, screw.
2,576	6,341	Ossian	-	-	ditto	-	„	1855	- - ditto	-	-	-	-	230	8	30	4	15	5	524	771	200	iron, screw.
2,577	43,501	Oscar	-	-	ditto	-	„	1861	- - ditto	-	-	-	-	234	6	29	8	17	0	566	833	175	iron, screw.
2,578	44,951	Morna	-	-	ditto	-	„	1862	- - ditto	-	-	-	-	80	5	17	7	9	5	19	79	42	
2,579	51,070	Gem	-	-	ditto	-	„	1865	John Gilchrist and others	-	-	-	-	166	3	23	7	12	9	230	338	75	iron, screw.
2,580	10,286	Edina	-	-	ditto	-	„	„	Donald Currie	-	-	-	-	226	7	28	0	15	7	482	708	114	iron, screw.
2,581	52,868	Paris	-	-	ditto	-	„	„	D. R. Macgregor and others	-	-	-	-	225	0	29	7	15	5	511	751	120	iron, screw.
2,582	52,867	Dresden	-	-	ditto	-	„	„	Donald Currie and others	-	-	-	-	230	3	28	2	16	0	507	746	120	iron, screw.
2,583	52,869	Staffa	-	-	ditto	-	„	„	London and Edinburgh Shipping Company	-	-	-	-	82	7	17	4	9	1	18	73	40	
2,584	52,870	Pearl	-	-	ditto	-	„	„	D. R. Macgregor and another	-	-	-	-	113	3	17	9	7	9	57	91	45	iron.
2,585	24,181	Nymph	-	-	ditto	-	„	1851	John Croall	-	-	-	-	216	0	36	2	8	6	334	585	260	iron.
2,586	52,872	Kinloch	-	-	ditto	-	„	1865	North British Railway Company	-	-	-	-	68	2	15	2	7	8	5	46	30	
2,587	4,928	Waterwitch	-	-	ditto	-	„	1843	T. S. Hunter	-	-	-	-	233	5	31	3	16	0	586	862	135	iron, screw.
2,588	52,875	Verona	-	-	ditto	-	„	1865	Donald Currie and others	-	-	-	-	189	4	25	5	14	5	338	497	80	iron, screw.
2,589	52,609	Florence	-	-	ditto	-	„	„	- - ditto	-	-	-	-	212	8	28	2	17	0	504	741	95	iron, screw.
2,590	52,877	Citadel	-	-	ditto	-	„	„	William Laing and another	-	-	-	-	215	5	27	3	15	1	455	669	150	iron, screw.
2,591	52,879	Kinghorn	-	-	ditto	-	„	„	D. R. Macgregor and others	-	-	-	-	194	2	24	2	11	6	265	420	150	iron.
2,592	52,880	Britannia	-	-	ditto	-	1866	1866	Donald Currie and others	-	-	-	-	225	1	29	6	15	4	510	750	120	iron, screw.
2,593	55,111	Buda	-	-	ditto	-	„	„	- - ditto	-	-	-	-	89	9	18	2	9	5	30	89	34	
2,594	53,201	Powerful	-	-	ditto	-	„	1865	George Laidlaw and another	-	-	-	-	239	6	30	3	17	6	618	910	220	iron, screw.
2,595	55,114	Iona	-	-	ditto	-	„	1866	London and Edinburgh Shipping Company	-	-	-	-	79	6	16	0	8	9	19	63	30	
2,596	28,678	Pet	-	-	ditto	-	„	1861	Hans Peter Hausen and another	-	-	-	-	142	0	20	1	6	9	82	130	60	iron.
2,597	55,115	Lord Aberdour		-	ditto	-	„	1866	Donald R. Macgregor and another	-	-	-	-	261	1	32	5	17	1	769	993	180	iron, screw.
2,598	55,117	Riga	-	-	ditto	-	„	„	- - ditto	-	-	-	-	293	7	33	7	20	7	1,065	1,566	180	iron, screw.
2,599	52,871	Petersburg	-	-	ditto	-	„	1865	- - ditto	-	-	-	-	210	5	28	4	13	5	322	554	120	iron, screw.
2,600	55,119	Windsor	-	-	ditto	-	„	1866	Mungo C. Gibson and others	-	-	-	-	211	4	29	1	14	0	507	639	130	iron, screw.
2,601	55,120	Amsterdam	-	-	ditto	-	„	„	- - ditto	-	-	-	-	238	4	30	3	17	6	549	898	220	iron, screw.
2,602	55,121	Malvina	-	-	ditto	-	„	„	London and Edinburgh Shipping Company	-	-	-	-	80	6	16	8	8	8	18	67	29	
2,603	44,298	Bob Chambers		-	Montrose	-	1862	1862	Montrose Steam Tug Company (Limited)	-	-	-	-	79	3	16	9	9	1	22	69	28	
2,604	45,614	Teazer	-	-	ditto	-	1863	1863	- - ditto	-	-	-	-	118	5	28	9	16	5	246	321	30	screw.
2,605	27,527	Windward	-	-	Peterhead	-	1866	1860	William Mitchell and others	-	-	-	-	130	0	28	0	16	2	308	397	40	screw.
2,606	19,534	Mazinthian	-	-	ditto	-	„	1850	James Arbuthnot and others	-	-	-	-	—	—	—	—	—	—	—	—	—	
2,607	19,728	*Merlin	-	-	Port Glasgow		1851	„	J. O. Lever.					68	6	16	8	8	4	20	67	32	
2,608	10,957	Conquest	-	-	ditto	-	1857	1840	United Steam Towing and Navigation Company (Limited).					179	8	19	4	7	2	45	72	72	
2,609	19,169	Beaver	-	-	ditto	-	1858	1858	John Aiton	-	-	-	-	130	5	19	8	11	4	116	172	80	iron, screw.
2,610	20,522	Islesman	-	-	ditto	-	1861	„	William Laing	-	-	-	-										

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,611	44,295	Gloriana	Port Glasgow 1864	1862	United Steam Towing and Navigation Company (Limited).	80 0	16 2	8 9	22	68	28	
2,612	8,754	Brothers	ditto „	1854	ditto	71 5	14 9	8 0	13	57	20	
2,613	45,661	Sunrise	ditto 1866	1866	Laurence Hill	141 5	21 1	10 7	152	223	55	iron, screw.
2,614	20,126	Rover	ditto „	1861	United Steam Towing and Navigation Company (Limited).	90 0	18 6	9 3	29	91	50	
2,615	45,662	Sunshine	ditto „	1866	Laurence Hill	184 5	25 2	13 9	282	457	125	iron, screw.
2,616	45,663	St. Rollox	ditto „	„	ditto	64 6	17 9	7 6	40	59	16	iron, screw.
2,617	26,982	Black Diamond	Troon 1865	1865	John Gilmore and others	184 2	21 6	11 6	200	250	74	
2,618	7,802	Xantho	Wick 1864	1848	John M'Gaan	114 0	17 8	8 4	44	53	60	iron.
2,619	21,702	Countess of Galloway	Wigtown 1847	1847	Galloway Steam Navigation Company	165 5	24 4	14 3	284	452	200	iron.
2,620	18,739	Maid of the May	Ballina 1857	1857	Commissioners of the River May Navigation	79 7	18 0	9 4	37	86	35	
2,621		*Grand Junction	Belfast 1844	1843	William Dargan	94 6	18 0	10 0	62	130	60	
2,622		*Countess of Caledon	ditto „	1838	ditto	73 6	11 4	6 7	16	48	30	
2,623	22,936	Semaphore	ditto 1855	1855	Belfast Screw Steam Shipping Company	206 3	24 2	15 6	381	560	120	
2,624	13,303	Vesta	ditto 1856	1856	Hugh Andrews and others	76 0	15 3	8 0	13	56	29	
2,625	45,124	Electric	ditto 1863	1863	Belfast Steam Ship Company	210 1	27 1	14 4	311	571	150	iron, screw.
2,626	44,316	Pioneer	ditto „	1862	Hugh Andrews	92 6	18 4	10 4	26	98	60	
2,627	44,125	Magnetic	ditto „	1863	Belfast Steam Ship Company	210 1	27 1	14 4	311	572	150	iron, screw.
2,628	5,849	Splendid	ditto „	1850	A. Hendry	69 9	13 9	6 3	12	37	24	
2,629	45,635	Zealous	ditto 1864	1864	Hugh Andrews	83 5	17 3	9 0	18	70	30	
2,630	49,718	Erin	ditto 1865	„	John Brown	205 2	21 0	7 7	128	210	110	iron.
2,631	18,205	Arbutus	ditto 1866	1854	Belfast Steam Ship Company	179 9	22 6	12 3	237	323	75	iron, screw.
2,632	49,721	Earl of Belfast	ditto „	1866	Robert Henderson and others	176 6	24 0	13 0	268	395	80	iron, screw.
2,633	45,597	Pioneer	ditto „	1863	Hugh Andrews	76 8	15 6	8 4	19	57	24	
2,634	25,063	Robert Burns	ditto „	1857	John Forsyth	106 0	18 5	8 2	59	111	40	iron, screw.
2,635	49,725	Lady Alice Hill	ditto „	1866	Hugh Andrews and another	155 3	20 5	10 6	176	258	55	iron, screw.
2,636	49,726	Pilot	ditto „	„	Edward James Harland	62 0	14 5	5 9	31	38	7	iron and wood, screw.
2,637		*Star	Cork 1843	1839	Sir Richard Musgrave	75 9	14 3	6 3	33	61	–	
2,638	10,146	*Queen	ditto 1844	1838	P. Scott	90 5	13 4	6 5	47	73	35	
2,639		*Kingston	ditto 1846	1829	James Denny	76 6	17 9	9 0	34	106	–	
2,640	11,576	*Pilot	ditto 1847	1847	J. A. Harley and others	79 0	16 3	8 8	23	80	35	
2,641	11,575	*Royal Alice	ditto „	„	J. F. Maguire and others	145 4	18 4	8 0	105	144	100	iron.
2,642	10,137	*Black Eagle	ditto 1851	1850	John Dawson	79 9	15 8	9 1	28	81	45	
2,643	8,569	*Queenstown	ditto „	1851	Charles Sugrue and others	113 7	14 3	6 9	133	158	32	iron.
2,644	8,567	*Victoria	ditto 1852	1852	ditto	134 0	15 1	7 6	82	111	50	iron.
2,645	10,139	*Little Paddy	ditto 1853	1829	G. Sutton	50 0	13 0	7 6	28	35	18	

2,648	1,304	Pelican	ditto	1859	1850	Ebenezer Pike and others	205	6	28	3	15	8	426	627	140	iron.
2,649	8,321	Preussischer Adler	ditto	1860	1845	ditto	244	7	33	0	17	0	648	1,017	400	iron.
2,650	8,483	Sabrina	ditto	„	1844	ditto	219	6	27	5	14	8	404	642	300	iron.
2,651	409	Falcon	ditto	„	1854	ditto	211	0	28	0	15	0	412	606	160	iron, screw.
2,652	8,322	Dodo	ditto	„	1855	ditto	211	4	35	8	15	0	629	926	100	iron, screw.
2,653	11,600	Bittern	ditto	„	1856	ditto	212	9	30	0	15	1	452	665	140	iron, screw.
2,654	27,994	Halcyon	ditto	„	1860	ditto	215	5	29	0	15	5	467	686	115	iron, screw.
2,655	14,553	William Wallace	ditto	„	1848	George Robertson	75	8	16	7	8	2	10	59	38	
2,656	15,272	Arran Castle	ditto	„	1830	W. D. Seymour	101	7	16	6	8	3	48	94	45	
2,657	8,437	Prince Arthur	ditto	1861	1851	J. F. Maguire and others	153	9	16	6	7	2	105	143	80	iron.
2,658	28,045	Cormorant	ditto	„	1853	Ebenezer Pike and others	259	9	36	2	17	5	681	1,002	180	iron, screw.
2,659	27,999	Lily	ditto	„	1861	ditto	120	8	15	2	6	9	56	79	40	iron.
2,660	29,423	Citizen	ditto	„	„	Citizens River Steamers Company (Limited)	160	0	17	7	7	1	73	129	80	iron.
2,661	29,427	Lee	ditto	„	„	Gerard Galwey and another	16	0	17	7	7	1	73	129	80	iron.
2,662	28,337	Brunel	ditto	1862	1860	George Sutton & Son	82	0	17	4	9	4	21	81	35	
2,663	44,406	Commissioner	ditto	1863	1862	Cork Harbour Commissioners	108	6	18	2	7	3	42	92	40	iron.
2,664	29,535	Pilot	ditto	„	1861	A. Sutton and another	88	4	18	1	9	5	33	90	40	
2,665	43,645	George P. Bidder	ditto	1864	1862	George Sutton	82	3	17	4	9	1	27	78	35	
2,666	44,416	United States	ditto	„	„	John Dawson and others	106	0	18	9	10	0	52	126	70	iron.
2,667	44,417	Lord Clyde	ditto	„	„	Robert Seaton	103	8	18	5	9	8	34	115	50	iron.
2,668	28,570	Scottish Chief	ditto	1865	1865	J. W. Savage	74	1	15	4	8	1	12	50	26	
2,669	52,552	Chloe	ditto	„	„	A. W. Lawe	80	6	14	8	7	7	46	70	20	iron, screw.
2,670	52,555	Egret	ditto	1866	„	Ebenezer Pike and others	211	5	28	1	17	4	639	816	90	iron, screw.
2,671	49,737	Ida	ditto	„	„	ditto	211	6	28	8	17	0	560	775	90	iron, screw.
2,672	49,735	Minna	ditto	„	„	ditto	239	1	30	0	16	0	532	783	150	iron, screw.
2,673	43,759	Fear Not	ditto	„	1861	Robert Acheson	73	9	15	3	8	1	16	51	26	
2,674	52,560	City of Cork	ditto	„	1866	Citizens River Steamers Company (Limited)	150	9	17	1	6	9	94	140	75	iron.
2,675	55,491	Glen	ditto	„	„	William Goulding	113	9	16	5	9	4	85	124	30	iron, screw.
2,676	16,801	Faugh-a-Ballagh	Drogheda	1857	1844	Drogheda Steam Packet Company	177	8	31	8	14	0	296	560	392	iron.
2,677	16,807	St. Patrick	ditto	„	1845	ditto	184	3	26	4	14	7	269	571	336	iron.
2,678	16,804	Brian Boroimhe	ditto	„	1846	ditto	180	0	27	1	15	1	266	583	310	iron.
2,679	16,806	Leinster Lass	ditto	„	1849	ditto	200	0	27	4	14	7	308	629	372	iron.
2,680	25,060	Colleen Bawn	ditto	1862	1862	ditto	221	4	28	1	15	3	369	699	400	iron.
2,681	8,794	Duke of Cambridge	Dublin	1838	1838	City of Dublin Steam Packet Company	158	1	23	5	16	5	269	498	220	
2,682	8,751	Royal William	ditto	„	1837	ditto	172	5	24	6	16	6	283	525	270	
2,683	8,783	Albert	ditto	1845	1845	ditto	146	5	23	0	13	6	210	450	160	iron.
2,684	8,807	*Emerald	ditto	1846	1846	ditto	130	0	20	0	12	3	180	256	60	iron, screw.
2,685	13,400	*Pilot	ditto	„	1843	Thomas Joliffe	84	2	16	7	9	0	39	109	60	
2,686	8,785	*Diamond	ditto	„	1846	City of Dublin Steam Packet Company	130	0	20	0	12	5	184	256	60	
2,687	8,808	*Fairy	ditto	1849	1849	ditto	129	0	16	3	8	3	81	153	65	iron.
2,688	8,787	Eblana	ditto	„	„	ditto	205	5	25	2	15	7	304	572	350	iron.
2,689	8,788	Prince	ditto	1851	1839	Dublin and Liverpool Steam Ship Building Company.	164	9	23	6	16	2	303	536	270	
2,690	8,810	Trafalgar	ditto	„	1848	ditto	189	0	28	5	17	8	365	677	350	iron.
2,691	12,225	*Erin-go-Bragh	ditto	„	1840	ditto	126	4	22	4	10	9	222	324	100	iron.
2,692	8,790	Prince of Wales	ditto	„	1846	ditto	174	1	21	6	11	4	205	340	80	iron.
2,693	8,811	Prince Arthur	ditto	„	1851	City of Dublin Steam Packet Company	195	0	23	2	12	3	204	378	220	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued*.

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,694	523	Duke of Cornwall	Dublin - 1852	1842	J. Ennis and others	170 8	26 4	17 0	325	607	360	
2,695	13,694	Foyle	ditto - „	1848	- - ditto	196 5	25 8	16 8	444	704	400	iron.
2,696	12,348	*Adeline	ditto - 1853	1828	C. Pearson	70 5 in.	17 11 in.	10 9 in.	35	67	40	
2,697	8,778	St. Columba	ditto - 1854	1847	City of Dublin Steam Packet Company	205 3	26 4	15 1	358	653	375	iron.
2,698	8,691	*Standard	ditto - 1855	1854	J. Stirling and another	174 5	24 9	13 7	294	422	100	iron, screw.
2,699	25,051	Sea Flower	ditto - „	1855	A. W. Lawee	58 3	11 4	6 8	4	23	20	iron, screw.
2,700	25,151	Lady Eglinton	ditto - 1857	1853	John Ennis and others	192 3	27 9	16 4	296	542	150	iron, screw.
2,701	8,809	Iron Duke	ditto - „	1844	Sir J. K. James and others	222 0	28 2	17 2	386	733	320	iron.
2,702	11,539	Artizan	ditto - „	1856	Great Southern and Western Railway Company	113 3	12 1	6 5	34	54	40	iron.
2,703	15,465	Duchess of Argyle	ditto - „	1848	- - ditto	150 9	15 1	6 6	53	85	60	iron.
2,704	8,800	Windsor	ditto - 1859	1846	Sir J. K. James and another	246 5	28 4	16 4	512	812	325	iron.
2,705	28,718	Leinster	ditto - 1860	1860	City of Dublin Steam Packet Company	343 0	35 0	19 0	386	1,383	700	iron.
2,706	27,699	Bulldog	ditto - „	1859	David Renwick	79 4	16 3	9 5	17	65	30	
2,707	28,720	Ulster	ditto - „	1860	City of Dublin Steam Packet Company	336 7	35 2	18 8	539	1,421	750	iron.
2,708	28,722	Connaught	ditto - „	„	- - ditto	338 0	35 2	18 8	450	1,412	700	iron.
2,709	28,723	Star	ditto - „	„	Stirling and Cooper	160 2	21 2	12 9	186	274	85	iron, screw.
2,710	28,724	Munster	ditto - „	„	City of Dublin Steam Packet Company	336 6	35 2	18 8	541	1,432	750	iron.
2,711	28,725	Torch	ditto - „	„	Stirling and Cooper	160 2	21 2	12 9	186	274	85	iron, screw.
2,712	29,527	Ballymurtagh	ditto - 1861	„	Wicklow Copper Mine Company	67 2	15 0	5 1	28	41	16	iron, screw.
2,713	28,334	Lioness	ditto - „	„	John Walsh	82 5	16 3	8 8	16	66	30	
2,714	28,573	William Hall	ditto - „	„	James Clements and others	85 9	17 3	8 9	22	75	35	
2,715	29,480	Challenge	ditto - „	„	John Walsh	87 3	16 6	8 9	21	75	48	
2,716	29,705	Norfolk Hero	ditto - 1862	1861	Charles Palgrave and another	85 5	16 6	8 8	25	71	35	
2,717	44,571	Kingstown	ditto - „	1862	James Barrett and others	151 0	20 0	7 3	89	158	86	iron.
2,718	27,363	Sisters	ditto - „	1859	David and George Renwick	78 5	15 9	8 5	21	62	30	
2,719	27,701	Hecla	ditto - „	„	John Renwick	82 5	16 9	8 0	17	66	30	
2,720	45,833	Princess Alexandra	ditto - 1863	1863	Port of Dublin Corporation	186 5	24 0	13 5	193	355	180	iron.
2,721	45,836	Lord Gough	ditto - „	„	J. Boyce and others	243 5	26 3	14 8	434	689	350	iron.
2,722	45,840	Alexandra	ditto - „	„	Charles Palgrave and others	180 0	26 9	16 1	441	576	90	iron, screw.
2,723	45,844	Lord Clyde	ditto - 1864	„	Joseph Boyce and another	243 3	26 3	14 8	434	689	350	iron.
2,724	45,270	Earl of Carlisle	ditto - „	1864	Joseph Boyce and others	243 2	26 3	14 8	434	689	350	iron.
2,725	45,968	Vartry	ditto - „	1863	Charles Palgrave and another	176 6	26 1	15 0	396	510	80	iron, screw.
2,726	45,849	Dublin	ditto - „	1862	The Grand Canal Company	71 1	13 3	5 9	34	47	30	iron, screw.
2,727	45,850	Athlone	ditto - „	1863	- - ditto	71 1	13 3	6 3	36	48	30	iron, screw.
2,728	49,511	Limerick	ditto - „	1862	- - ditto	71 6	13 3	6 2	34	47	30	iron, screw.
2,729	49,516	Anna Liffey	ditto - 1865	1865	Dublin and Kingstown Steam Packet Company (Limited).	186 5	20 0	10 7	188	282	100	iron.
2,730	50,065	General Lee	ditto - „	1864	Charles Palgrave and another	186 9	28 6	16 6	489	643	120	iron, screw.

2,733	49,527	Lady Wodehouse -	ditto -	1866	1866	John Ennis and others - - - -	225	0	28	5	15	8	500	736	180	iron, screw.
2,734	17,769	Isabella Crole - -	ditto -	„	1854	United Kingdom Screw Collier Company -	162	3	26	7	16	4	375	481	27	iron, screw.
2,735	53,013	Meteor - - -	ditto -	„	1865	Charles Palgrave and another - - -	204	7	27	5	15	7	499	629	90	iron, screw.
2,736	55,237	Dodder - - -	ditto -	„	1866	Frederick Barrington - - - -	148	4	17	0	9	4	88	163	80	iron.
2,737	55,239	Dublin - - -	ditto -	„	„	United Kingdom Screw Collier Company (Limited)	174	3	28	2	13	6	324	476	70	iron, screw.
2,738	55,240	Shark - - -	ditto -	„	„	Irish Sea Fishery Company (Limited) -	119	4	19	9	9	5	114	168	40	iron, screw.
2,739	17,018	Pride of Erin - -	Dundalk -	1847	1847	Dundalk Steam Packet Company - -	194	8	26	2	15	7	377	661	356	iron.
2,740	22,810	Earl of Erne - -	ditto -	1855	1855	Kelly and Company - - - - -	219	4	31	5	14	7	405	643	300	iron.
2,741	17,032	Enterprize - -	ditto -	1856	1856	N. T. Coleman and others - - - -	221	5	30	6	15	1	442	708	320	iron.
2,742	18,089	Emerald Isle - -	ditto -	1862	1862	Dundalk Steam Packet Company - -	235	5	28	2	15	1	374	718	320	iron.
2,743	21,481	Eglinton - - -	Galway -	1863	„	B. L. Guiness and others - - - -	115	5	16	0	7	5	67	94	40	iron.
2,744	227	*Rose - - -	Limerick -	1854	1845	Limerick Steam Ship Company (Limited) -	119	0	20	4	12	9	151	249	60	iron, screw.
2,745	823	Holyrood - -	ditto -	„	1852	- - ditto - - - - - - - -	191	5	25	0	15	5	358	533	100	iron, screw.
2,746	20,677	Princess Alexandra -	ditto -	1863	1863	- - ditto - - - - - - - -	212	5	27	5	15	3	428	629	140	iron, screw.
2,747	20,678	Limerick - -	ditto -	1865	1865	- - ditto - - - - - - - -	212	0	27	5	15	9	486	730	140	iron, screw.
2,748	1,541	Shamrock - -	Londonderry	1847	1847	Glasgow and Londonderry Steam Packet Company.	186	5	25	9	16	5	325	618	300	
2,749	13,531	Enniskillen - -	ditto -	1861	1854	C. C. Scott and another - - - -	212	6	25	9	-	-	464	663	300	
2,750	29,045	Alexandra - -	ditto -	1864	1864	David H. Stone and another - - -	107	6	15	7	8	0	56	92	65	
2,751	29,048	Pioneer - - -	ditto -	1865	1865	Thomas Whitfield - - - - -	57	0	14	1	7	7	33	45	12	screw.
2,752	2,362	William McCormick	ditto -	1866	1854	Belfast Steam Ship Company - - -	213	5	27	9	16	0	315	636	320	iron.
2,753	19,101	*Amsbro' - - -	Newry -	1855	1846	Hugh Andrews, junior - - - -	94	6	17	2	8	8	62	106	–	
2,754	11,564	Mystery - - -	ditto -	1859	1856	Dundalk Steam Packet Company - -	143	3	19	2	10	8	134	197	40	iron, screw.
2,755	27,712	Ranger - - -	ditto -	1862	1860	W. H. Carvill and others - - - -	85	0	16	9	9	2	17	75	35	
2,756	14,388	Dandy - - -	ditto -	1866	1857	Harbour of Carlingford Lough Improvement Commissioners.	98	0	17	6	9	2	19	84	45	
2,757	20,516	*Commerce - -	Sligo -	1843	1824	William Middleton and others - - -	74	8	15	8	7	6	44	74	45	
2,758	12,855	*Janet - - -	ditto -	1854	1853	Middleton and Pollexfen - - - -	76	2	10	5	6	3	34	46	18	screw.
2,759	18,440	Liverpool - -	ditto -	1865	1864	Sligo Steam Navigation Company (Limited)	199	1	26	3	13	2	289	488	140	iron, screw.
2,760	12,859	Sligo - - -	ditto -	„	1857	- - ditto - - - - - - - -	163	9	22	0	11	0	192	282	65	iron, screw.
2,761	341	*Diana - - -	Waterford	1849	1849	Malcomson Brothers - - - - -	183	2	23	9	13	6	390	527	100	iron.
2,762	578	*Citizen - - -	ditto -	„	1846	- - ditto - - - - - - - -	140	6	19	3	12	0	167	236	30	iron.
2,763	6,423	*Duncannon - -	ditto -	1850	1837	Waterford Commercial Steam Navigation Company.	109	8	18	2	9	3	71	139	65	iron.
2,764	67	*Dublin - - -	ditto -	„	1846	Malcomson Brothers - - - - -	146	2	19	2	12	1	241	330	28	iron, screw.
2,765	64	*Magnet - - -	ditto -	1852	1844	- - ditto - - - - - - - -	187	0	23	9	13	6	371	529	140	iron.
2,766	5	*Ceres - - -	ditto -	„	1852	- - ditto - - - - - - - -	199	0	23	4	14	7	382	581	100	iron, screw.
2,767	66	*Lion - - -	ditto -	1853	1847	- - ditto - - - - - - - -	215	4	25	4	14	9	551	729	250	iron.
2,768	4	*Vesta - - -	ditto -	„	1853	- - ditto - - - - - - - -	199	9	24	7	14	6	430	616	100	iron, screw.
2,769	14,204	*Ranger - - -	ditto -	1854	1846	- - ditto - - - - - - - -	181	0	20	0	13	6	308	407	40	iron, screw.
2,770	14,218	Shamrock - -	ditto -	1855	1836	Waterford Commercial Steam Navigation Company.	130	7	17	4	8	8	136	191	80	iron.
2,771	8,589	Brenda - - -	ditto -	1856	1855	Malcomson Brothers - - - - -	212	0	25	0	17	0	601	772	120	iron, screw.
2,772	8,591	Minna - - -	ditto -	„	1856	C. K. Prioleau - - - - - -	212	0	26	0	17	0	615	774	264	iron, screw.
2,773	8,600	Aurora - - -	ditto -	„	„	Malcomson Brothers - - - - -	205	5	26	0	15	2	401	589	130	iron, screw.
2,774	27,846	Una - - -	ditto -	1859	1859	D. Malcomson and others - - - -	250	7	30	2	20	8	1,006	1,236	250	iron, screw.
2,775	27,847	Gipsy - - -	ditto -	„	„	William Malcomson and others - - -	205	8	30	2	15	9	470	691	250	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1867, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,776	199	Earl of Auckland	Waterford - 1860	1848	William Malcomson and others	153 0	25 0	11 7	215	316	60	iron, screw.
2,777	27,850	Zephyr	ditto - „	1860	- - ditto	209 7	28 3	14 9	462	679	250	iron, screw.
2,778	28,900	Beta	ditto - 1861	1861	- - ditto	219 8	30 0	16 9	508	747	160	iron, screw.
2,779	28,897	Tintern	ditto - „	„	- - ditto	126 7	19 2	8 8	79	146	70	iron.
2,780	29,542	Ada	ditto - „	„	- - ditto	250 0	30 0	21 1	795	1,169	260	iron, screw.
2,781	29,543	Nora	ditto - „	„	- - ditto	177 6	26 3	14 2	294	432	100	iron, screw.
2,782	29,545	Era	ditto - „	„	- - ditto	201 5	24 0	15 0	438	560	90	iron, screw.
2,783	29,548	Delta	ditto - 1862	„	Malcomson Brothers	201 2	24 1	16 5	454	594	90	iron, screw.
2,784	29,549	Bellona	ditto - „	1862	- - ditto	300 3	34 2	24 1	1,479	1,888	300	iron, screw.
2,785	29,426	Erin	ditto - „	1861	William Malcomson	119 2	15 0	7 1	53	82	25	iron, screw.
2,786	45,351	Cella	ditto - „	1862	Malcomson Brothers	297 4	34 4	24 0	1,567	1,992	300	iron, screw.
2,787	21,184	Lorton	ditto - 1863	1855	William Malcomson and others	67 6	14 0	6 5	28	41	30	iron, screw.
2,788	45,356	Rosa	ditto - „	1863	- - ditto	130 3	19 2	8 1	88	148	65	iron.
2,789	45,355	Camilla	ditto - „	„	- - ditto	235 3	29 6	17 0	536	789	140	iron, screw.
2,790	29,547	Uruguay	ditto - „	1861	- - ditto	251 5	32 0	21 1	1,103	1,301	260	iron, screw.
2,791	29,550	Parana	ditto - „	1862	- - ditto	251 4	32 2	21 9	1,025	1,320	180	iron, screw.
2,792	45,359	Paraguay	ditto - 1864	1864	- - ditto	251 2	32 1	21 6	1,179	1,444	180	iron, screw.
2,793	45,360	Atalanta	ditto - „	„	- - ditto	341 6	34 2½	23 9	1,725	2,198	400	iron, screw.
2,794	47,541	Montezuma	ditto - „	1858	- - ditto	221 5	30 2½	19 2	619	911	140	iron, screw.
2,795	45,017	Leda	ditto - „	1862	- - ditto	191 3	28 9	17 3	486	715	90	iron, screw.
2,796	49,732	Cordova	ditto - 1865	1864	- - ditto	245 5	30 3	16 9	1,115	1,415	250	iron, screw.
2,797	49,733	Nereid	ditto - „	„	David Malcomson	73 0	12 0	7 0	20	32	20	iron, screw.
2,798	49,734	Avoca	ditto - „	1865	William Malcomson and others	228 0	31 0	16 0	342	797	150	iron, screw.
2,799	49,736	Aura	ditto - „	„	- - ditto	201 0	26 0	15 0	471	692	100	iron, screw.
2,800	49,738	William Penn	ditto - 1866	1866	- - ditto	316 3	36 3	28 6	1,800	2,647	450	iron, screw.
2,801	49,739	La Plata	ditto - „	„	- - ditto	251 0	32 1	21 4	948	1,394	250	iron, screw.
2,802	49,740	Vandeleur	ditto - „	„	- - ditto	129 3	19 0	8 5	102	151	75	iron.
2,803	23,043	Albatross	ditto - „	1850	- - ditto	197 2	29 8	15 7	406	597	140	iron, screw.
2,804	55,471	Olga	ditto - „	1866	- - ditto	218 6	29 9	13 7	468	688	150	iron, screw.
2,805	8,070	Firefly	Wexford - 1857	1845	H. W. Hartnell	167 9	25 0	11 5	208	330	160	iron.
2,806	20,250	Erin	ditto - 1858	1858	Richard Devereux	81 5	16 1	8 9	17	68	40	
2,807	23,922	Troubadour	ditto - 1860	1841	Wexford Steam Ship Company	208 5	32 8	13 8	387	615	180	iron.
2,808	44,288	Ruby	ditto - 1863	1862	Wexford Harbour Commissioners	90 2	17 9	9 8	36	98	46	

Number of Vessels - - - - - - - 2,808
Amount of Registered Tonnage - - - - - 869,502
Amount of Gross Tonnage - - - - - 1,270,240

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- - - - -	Glasgow - -	2,265
deenshire - - -	Hull - - -	1,015
ystwith - - -	Aberystwith - -	725
ail - - - -	Liverpool - -	1,358
ia - - - -	Glasgow - -	2,474
illes - - - -	Sunderland - -	2,058
lles - - - -	Liverpool - -	1,475
ievement - - -	Shields - -	1,879
illa - - - -	Glasgow - -	2,310
ve - - - -	Shields - -	1,887
- - - - -	Waterford - -	2,780
ia - - - -	London - -	572
aide - - - -	Glasgow - -	2,473
le - - - -	- ditto - -	2,328
line - - - -	Dublin - -	2,696
n - - - -	London - -	172
itant - - - -	Liverpool - -	1,445
iral - - - -	London - -	669
iral - - - -	Middlesborough -	1,543
iral - - - -	Newcastle - -	1,633
iral Cator - - -	Glasgow - -	2,479
iral Kanaris - -	London - -	367
iral Moorsom - -	Chester - -	843
ia - - - -	London - -	488
iatic - - - -	- ditto - -	323
ance - - - -	Glasgow - -	2,275
ance - - - -	Stockton - -	1,983
ance - - - -	Sunderland - -	2,014
ance - - - -	- ditto - -	2,057
venturer - - -	Liverpool - -	1,300
ial - - - -	Plymouth - -	1,717
ica - - - -	Glasgow - -	2,228
memnon - - -	Liverpool - -	1,438
a Sofia - - -	- ditto - -	1,164
es - - - -	Glasgow - -	2,442
es Jack - - -	Liverpool - -	1,429
- - - - -	London - -	151
- - - - -	Southampton -	1,949
dale - - - -	London - -	198
x - - - -	Bristol - -	764
x - - - -	Faversham - -	871
x - - - -	Liverpool - -	1,442
x - - - -	Whitehaven -	2,136
bama - - - -	Liverpool - -	1,231
crity - - - -	London - -	263
r - - - -	- ditto - -	190
rm - - - -	Bristol - -	767
anian - - - -	Liverpool - -	1,126
any - - - -	London - -	641
any - - - -	Shields, South -	1,911
atross - - -	Waterford - -	2,803
ert - - - -	Cork - - -	2,646
ert - - - -	Dublin - -	2,683
ert - - - -	Glasgow - -	2,408
ert - - - -	Grimsby - -	915
ert - - - -	Hull - - -	1,002
ert - - - -	London - -	452
ert Edward - - -	- ditto - -	361
ert Victor - - -	- ditto - -	693
ion - - - -	Glasgow - -	2,397
ion - - - -	Hull - - -	986
ion - - - -	Liverpool - -	1,450
ion - - - -	- ditto - -	1,148
ion - - - -	- ditto - -	1,173
ion - - - -	- ditto - -	1,273
ion - - - -	London - -	50
ion - - - -	Shields - -	1,770
erman Ridley - -	Newcastle - -	1,602
mania - - -	London - -	536
rt - - - -	Hull - - -	1,019
ppo - - - -	Glasgow - -	2,365
Alexander - - -	Dundee - -	2,304
Alexander - - -	Glasgow - -	2,349
Alexandra - - -	Dublin - -	2,722
Alexandra - - -	London - -	1,005
Alexandra - - -	- ditto - -	423
Alexandra - - -	- ditto - -	428
Alexandra - - -	- ditto - -	492
Alexandra - - -	- ditto - -	577
Alexandra, No. 2 - -	- ditto - -	667
Alexandra, No. 3 - -	- ditto - -	665
Alexandra - - -	Londonderry -	2,750
Alford - - - -	London - -	576
Alambra - - -	Liverpool - -	1,476
Alice - - - -	Glasgow - -	2,416
Alice - - - -	Grangemouth -	2,488
Alice - - - -	Liverpool - -	1,481
Alice - - - -	London - -	370
Alice - - - -	Preston - -	1,734
Alice - - - -	London - -	681
Alliance - - -	Leith - - -	2,554
Alliance - - -	London - -	204
Alliance - - -	Southampton -	1,939
Alma - - - -	Bristol - -	783
Alma - - - -	Greenock - -	2,499
Alma - - - -	Leith - - -	2,539
Alma - - - -	Newcastle - -	1,575
Alma - - - -	Rochester - -	1,740
Alpha - - - -	Glasgow - -	2,307
Alpheus - - -	Alloa - - -	2,174
Alster - - - -	Hull - - -	1,038
Amazon - - -	Liverpool - -	1,374
Amazon - - -	London - -	362
Amazona - - -	Newcastle - -	1,617
Amelia - - -	Glasgow - -	2,423
America - - -	Shields - -	1,794
America - - -	Glasgow - -	2,230
American - - -	London - -	535
American - - -	Liverpool - -	1,404
Amphion - - -	Southampton -	1,951
Amphion - - -	Borrowstoness -	2,185
Amsterdam - - -	London - -	524
Amy - - - -	Leith - - -	2,601
Andalusia - - -	Liverpool - -	1,390
Andrew Woodhouse -	Glasgow - -	2,323
Anglia - - - -	Yarmouth - -	2,150
Anglia - - - -	Dundee - -	2,202
Anglia - - - -	London - -	285
Anglian - - - -	- ditto - -	701
Anglo Dane - - -	Southampton -	1,962
Amila - - - -	London - -	691
Ann - - - -	- ditto - -	105
Ann and Jane - -	Middlesborough -	1,516
Ann and Jane - -	Newcastle - -	1,553
Anna Liffey - - -	Sunderland - -	2,026
Anne - - - -	Dublin - -	2,729
Anne Smith - - -	Sunderland - -	2,043
Annette - - - -	London - -	650
Annie - - - -	- ditto - -	402
Annie - - - -	Goole - -	910
Annie - - - -	Liverpool - -	1,154
Annie - - - -	London - -	436
Annie Vernon - -	Liverpool - -	1,137
Amsbro' - - -	Newry - -	2,753
Ant - - - -	Gainsborough -	880
Ant - - - -	Liverpool - -	1,304
Antagonist - - -	London - -	461
Anthony Nichol - -	Newcastle - -	1,599
Antona - - - -	Glasgow - -	2,454
Apollo - - - -	Bristol - -	770
Apollo - - - -	Hull - - -	1,028
Apollo - - - -	Shields - -	1,781

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Aquila	Weymouth	2,125
Arab	Lowestoft	1,510
Arabia	Glasgow	2,325
Arabia	London	690
Arabian	Carlisle	831
Arabian	Liverpool	1,233
Araxes	Hull	1,053
Arbutus	Belfast	2,631
Arcadia	Liverpool	1,129
Archimedes	Newcastle	1,675
Ardgowan	Greenock	2,522
Arden Caple	- ditto	2,517
Argo	Hull	980
Argus	London	187
Argus	- ditto	335
Argyll	Glasgow	2,337
Argyll	- ditto	2,419
Argyll	Southampton	1,937
Ariel	Carlisle	1,830
Ariel	Hull	1,029
Ariel	Liverpool	1,398
Ariel	- ditto	1,440
Ariel	London	200
Armstrong	Glasgow	2,350
Arno	London	603
Arran Castle	Cork	2,656
Arrow	London	354
Arrow	Middlesborough	1,540
Artemis	Hull	1,027
Artizan	Dublin	2,702
Artizan	London	273
Ashford	- ditto	601
Asia	Glasgow	2,227
Asia	- ditto	2,374
Asia	London	406
Assam Nautilus	- ditto	259
Atalanta	Gainsborough	879
Atalanta	Ipswich	1,057
Atalanta	London	459
Atalanta	Southampton	1,935
Atalanta	Waterford	2,793
Atfeh	Liverpool	1,464
Athanasian	Glasgow	2,279
Athenian	London	212
Athlete	Bristol	763
Athole	Glasgow	2,421
Athlone	Dublin	2,727
Ajax	Bristol	764
Atlantic	Liverpool	1,190
Atlas	Bristol	753
Atlas	Dundee	2,206
Atlas	Glasgow	2,272
Atlas	Llanelly	1,501
Atlas	Sunderland	2,023
Atlas	- ditto	2,040
Atrato	London	115
Auckland	- ditto	383
Augusta	Bristol	245
Augusta	Swansea	2,102
Augustine	Liverpool	1,436
Auguste Louise	Glasgow	2,259
Auld Reekie	Leith	2,544
Aunt Alice	Goole	901
Aura	Waterford	2,799
Aurora	London	494
Aurora	Waterford	2,753
Australasian	Glasgow	2,266
Ava	- ditto	2,299
Avalon	London	606
Avenger	Shields	1,763
Avoca	Waterford	2,798
Avoca	London	676
Avon	Bristol	749
Avon	Grangemouth	2,492

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Ayrshire	Sunderland	2,
Azalea	London	
Aziz	- ditto	
Azof	- ditto	
Badger	Liverpool	1,
Bagdad Packet	- ditto	1,
Balbao	- ditto	1,
Balbec	Glasgow	2,
Balbinie	Leith	2,
Ballymurtagh	Dublin	2,
Baltic	Leith	2,
Baltic	London	
Baroda	- ditto	
Baron Hambro'	Hull	1,
Basingstoke	Shields, South	1,
Basingstoke	Southampton	1,
Bassein	Glasgow	2,
Battalion	Leith	2,
Beacon	London	
Beaufort	Sunderland	2,
Beauly	London	
Beaver	Port Glasgow	2,
Beaver	London	
Bebside	Newcastle	1,
Bee	Gainsborough	
Bee	Gloucester	
Bee	Liverpool	1,
Bee	Sunderland	2,
Behar	London	
Behera	- ditto	
Belgian	Liverpool	1,
Belgium	London	
Bellona	Waterford	2,
Belmont	Middlesbrough	1,
Belmont	Sunderland	2,
Belmont	- ditto	2,
Benares	London	
Benbow	- ditto	
Bengal	- ditto	
Benwell	Leith	2,
Berlin	- ditto	2,
Berlin	Liverpool	1,
Bermuda	- ditto	1,
Berrington	Sunderland	2,
Bertha	Glasgow	2,
Berwick	London	
Bessie	Hayle	
Bests	Shields	1,
Beta	Waterford	2,
Bhima	Liverpool	1,
Biddick	Sunderland	2,
Bintang	Liverpool	1,
Bird of the Harbour	- ditto	1,
Birkenhead	- ditto	1,
Bishop	London	
Bittern	Cork	2,
Black Boy	London	
Black Boy	Sunderland	2,
Black Diamond	London	
Black Diamond	Troon	2,
Black Duck	London	
Black Dwarf	Glasgow	2,
Black Eagle	Cardiff	
Black Eagle	Cork	2,
Black Eagle	Hull	
Black Prince	London	
Black Swan	Newcastle	1,
Blanche	Glasgow	2,
Blanche	Liverpool	1,
Blarney	- ditto	1,
Blaydon	Newcastle	1,
Blazer	Liverpool	1,
Blessing	Newcastle	1,

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e	London	429
m	Sunderland	2,017
Bell	London	176
Bell	Sunderland	2,045
Bonnet	Leith	2,547
Bonnet	Sunderland	2,068
Bonnet	Shields	1,858
acket	- ditto	1,864
	- ditto	1,754
hambers	Cardiff	812
hambers	- ditto	817
hambers	Montrose	2,603
hambers	Shields	1,823
na	London	226
	Liverpool	1,181
aa	Hull	968
r	Liverpool	1,375
r	Shields	1,885
	Liverpool	1,093
an	London	530
	- ditto	84
y	- ditto	81
y	- ditto	569
ccord	Aberdeen	2,160
ccord	Newcastle	1,655
Dundee	Sunderland	2,083
ux	Newhaven	1,697
	London	266
rus	Liverpool	1,344
rus	London	56
	Newcastle	1,682
	London	660
ey	Liverpool	1,187
rd	Grimsby	924
nza	Liverpool	1,500
nza	- ditto	1,136
epeth	Newcastle	1,648
	Hull	1,036
ira	London	716
an	- ditto	529
	- ditto	407
	Waterford	2,771
Boroimbe	Drogheda	2,678
	Hayle	951
	Hull	1,042
room	London	8
ater	Liverpool	1,411
ater	- ditto	1,156
ier	Newcastle	1,621
on	Weymouth	2,126
nt	Shields	1,769
nt	Southampton	1,960
ia	Aberdeen	2,157
ia	Glasgow	2,418
ia	Leith	2,532
ia	- ditto	2,592
ia	Liverpool	1,090
ia	London	166
ia	- ditto	167
ia	Shields	1,752
ia	- ditto	1,817
ia	Wisbeach	2,138
Hero	Hull	971
Hero	Shields	1,814
Queen	Glasgow	2,224
Queen	Newcastle	1,582
Queen	Stockton	1,977
Warrior	Shields	1,776
	Bristol	775
	Falmouth	866
	Newcastle	1,606
	Southampton	1,950
y	- ditto	1,963
Jonathan	Liverpool	1,169

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Brothers	Port Glasgow	2,612
Brothers	Shields	1,774
Brunel	Cork	2,662
Brunette	London	524
Buccleugh	Yarmouth	2,151
Buda	Leith	2,593
Buffalo	Glasgow	2,451
Bull Dog	- ditto	2,314
Bull Dog	- ditto	2,386
Bull Dog	Shields	1,793
Bull Dog	- ditto	1,876
Bulldog	Dublin	2,706
Bulldog	London	206
Burmah	Glasgow	2,321
Burra Burra	London	139
Busheer	Glasgow	2,333
Busy Bee	Newcastle	1,659
Bute	Glasgow	2,394
Bwllfa	London	631
C. S. Butler	- ditto	629
Cadiz	- ditto	93
Cadiz	- ditto	709
Cairo	Liverpool	1,179
Calabar	London	470
Calcutta	- ditto	299
Caledonia	Glasgow	2,324
Caledonia	London	116
Caledonia	- ditto	133
Caledonia	Shields	1,890
Californian	Liverpool	1,414
Callao	- ditto	1,175
Calpe	- ditto	1,220
Calypso	Bristol	781
Calypso	Hull	1,031
Cambria	Chester	842
Cambrian	Southampton	1,945
Cambridgeshire	Wisbeach	2,141
Camel	Glasgow	2,438
Camel	Liverpool	1,423
Camellia	London	214
Camilla	- ditto	697
Camilla	Waterford	2,789
Campanera	Cowes	851
Camperdown	Dundee	2,197
Canada	Glasgow	2,233
Candia	London	191
Caradoc	Sunderland	2,070
Carbon	Newcastle	1,572
Cardiff Castle	Cardiff	791
Cardiff Castle	Glasgow	2,263
Cardiff Castle	Cardiff	818
Cardinal Wolsey	Middlesbrough	1,534
Carham	Carlisle	833
Carribean	Liverpool	1,434
Carlo	- ditto	1,340
Carnatic	London	382
Carolina	Liverpool	1,424
Caroline	Glasgow	2,468
Caroline	London	103
Carradale	Glasgow	2,466
Carrier	Leith	2,548
Carron	Grangemouth	2,484
Carrs	Newport	1,700
Carrs	Sunderland	2,029
Carthage	Glasgow	2,248
Cashmere	- ditto	2,353
Cassini	Liverpool	1,441
Castilian	- ditto	1,234
Castor	- ditto	1,395
Catherine	Middlesbrough	1,522
Cato	Liverpool	1,104
Cecile	- ditto	1,257
Cella	Waterford	2,786

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Celt	Southampton	1,971
Ceres	Liverpool	1,479
Ceres	London	417
Ceres	Waterford	2,766
Ceylon	London	663
Challenge	Dublin	2,715
Champion	Liverpool	1,308
Champion	London	250
Champion	- ditto	619
Champion	Middlesbrough	1,535
Champion	Shields	1,792
Chanticleer	London	348
Chanticleer	Shields	1,786
Charente	London	556
Charles Capper	- ditto	486
Charles Howard	- ditto	719
Charles Mitchell	Newcastle	1,666
Charley	Swansea	2,108
Charlotte	London	627
Charlotte Ann Williamson	Newcastle	1,637
Charm	London	165
Chase	Glasgow	2,320
Chaucer	Newcastle	1,676
Cheduba	Glasgow	2,311
Chesapeake	- ditto	2,282
Chesapeake	Newcastle	1,608
Cheshire	Liverpool	1,284
Chester	London	140
Chevalier	Glasgow	2,433
Chevy Chase	Newcastle	1,604
Chicago	Liverpool	1,493
Chieftain's Bride	Glasgow	2,439
Chieftain	Liverpool	1,153
Chieftain	Shields	1,795
Chieftain	Swansea	2,100
Childe Harold	London	343
Childe Harold	- ditto	399
Chile	Liverpool	1,268
Chilian	- ditto	1,327
Chiltern	Glasgow	2,464
China	- ditto	2,290
China	London	639
Chip Chase	Shields	1,837
Chloe	Cork	2,669
Christina	London	227
Christina Sinclair	Cardiff	792
Christopher Thomas	Bristol	777
Chrysolite	Liverpool	1,403
Cintra	- ditto	1,118
Circassian	London	297
Cisne	Glasgow	2,401
Citadel	Leith	2,590
Citizen	Cork	2,660
Citizen	Waterford	2,762
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Citizen (B.)	- ditto	41
Citizen (C.)	- ditto	42
Citizen (D.)	- ditto	46
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Citizen (K.)	- ditto	37
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Citizen (O.)	- ditto	163
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City of Baltimore	Liverpool	1,121
City of Boston	- ditto	1,350
City of Cork	- ditto	1,250
City of Cork	Cork	2,674
City of Dublin	Liverpool	1,3
City of Durham	- ditto	1,4
City of Hamburg	London	
City of Limerick	Liverpool	1,2
City of London	Aberdeen	2,1
City of London	Liverpool	1,2
City of London	London	2
City of London	- ditto	3
City of Manchester	Liverpool	1,1
City of New York	- ditto	1,3
City of Norwich	London	3
City of Paris	- ditto	5
City of Paris	Liverpool	1,4
City of Rochester	Rochester	1,7
City of Washington	Liverpool	1,1
Clan Alpine	London	3
Clansman	Glasgow	2,2
Clara	- ditto	2,3
Clara	Gloucester	8
Claud Hamilton	London	3
Cleator	Liverpool	1,1
Cleopatra	Sunderland	2,0
Cleveland	Liverpool	1,0
Clifton	Bristol	7
Clotilda	London	4
Clutha	Glasgow	2,4
Clutha	Grangemouth	2,4
Clyde	Liverpool	1,2
Clyde	Sunderland	2,0
Clydesdale	Glasgow	2,2
Cobden	Middlesbrough	1,5
Cochrane	Sunderland	2,0
Cockerell	London	2
Cognac	Liverpool	1,2
Colchester	- ditto	1,0
Colleen Bawn	Drogheda	2,6
Colletis	Goole	9
Collier	Glasgow	2,2
Collina	- ditto	2,3
Collingwood	Newcastle	1,6
Collingwood	Shields	1,8
Colocotronis	London	3
Cologne	- ditto	2
Colombo	Liverpool	1,4
Colon	- ditto	1,4
Colonia	- ditto	1,2
Colonist	- ditto	1,1
Columbia	Glasgow	2,4
Columbia	London	2
Columbian	- ditto	2
Columbine	Gainsborough	8
Columbine	Liverpool	1,4
Columbine	Hull	1,0
Columbus	Liverpool	1,4
Columbus	- ditto	1,3
Columbus	Shields	1,8
Comet	Liverpool	1,1
Commerce	Sligo	2,7
Commissioner	Cork	2,6
Commissioner	Newcastle	1,6
Commodore	Greenock	2,5
Commodore	London	
Commodore	Middlesbrough	1,5
Commodore	Weymouth	2,1
Como	Sunderland	2,0
Comorin	Glasgow	2,3
Concordia	London	
Confianza	- ditto	6
Confidence	Middlesbrough	1,5
Confidence	- ditto	1,5
Congress	London	3
Connaught	Dublin	2,7
Connector	London	2
Conqueror	Glasgow	2,3

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ieror	ditto	1,491
ieror	London	457
ieror	ditto	538
ieror	Shields	1,755
ieror	Hartlepool, West	936
ieror	Glasgow	2,405
iest	Port Glasgow	2,608
iest	Yarmouth	2,153
rvator	London	237
rvator	ditto	553
ance	Liverpool	1,448
itution	ditto	1,108
antine	Newcastle	1,680
st	Goole	896
st	Shields	1,849
st	London	666
actor	ditto	135
actor	Plymouth	1,716
actor	Weymouth	2,128
ay	London	31
nicus	Liverpool	1,495
Queen	Hartlepool, West	942
vado	Liverpool	1,472
ra	London	360
va	Waterford	2,796
	Glasgow	2,373
rant	Cork	2,658
lia	London	98
Lynn	Sunderland	2,060
ir	Bristol	776
ir	Leith	2,549
a	Glasgow	2,305
	Liverpool	1,477
os	London	656
politan	ditto	253
ck	Hull	977
oundouros	London	689
ess of Caledon	Belfast	2,622
ess of Durham	Sunderland	2,013
ess of Eglinton	Ardrossan	2,179
ess of Galloway	Wigtown	2,619
ess of Lonsdale	London	92
er	ditto	517
er	Southampton	1,931
	Newcastle	1,627
nt City	Liverpool	1,482
an	ditto	1,159
bal Colon	ditto	1,368
opher Thomas	Bristol	777
well	London	568
tadt	Hull	993
r	Liverpool	1,223
r	Shields, South	1,916
der	Liverpool	1,388
	Glasgow	2,360
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ssier	Hull	1,005
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rian	Boston	730
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us	Weymouth	2,124
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	Hull	1,026
	London	364
Dagmar	Hull	1,045
Dagmar	Liverpool	1,274
Dagmar	London	710
Dahlia	ditto	202
Daisy	Cardiff	820
Daisy	Sunderland	2,038
Dalmatian	Liverpool	1,224
Damascus	Glasgow	2,291
Damietta	London	574
Damoodah	Glasgow	2,385
Dandy	Falmouth	865
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Dandy Dinmont	Glasgow	2,428
Dane	Southampton	1,974
Danish Queen	Hartlepool, West	943
Dantzig	Leith	2,571
Danube	Liverpool	1,149
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Darien	Liverpool	1,373
Dart	Bristol	742
Dart	Liverpool	1,352
Dart	Newcastle	1,539
Dart	ditto	1,613
Dartmouth	Dartmouth	853
De Brus	Glasgow	2,452
Deerhound	Liverpool	1,204
Defence	Shields, South	1,900
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Delhi	London	439
Delta	Glasgow	2,234
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Delta	London	255
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Denmark	Liverpool	1,455
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Despatch	London	435
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Dispatch	Southampton	1,933
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Dragon	Liverpool	1,225
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Dragon Fly	ditto	99
Dragon Fly	Swansea	2,095
Dragoon	Newcastle	1,649
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Dromedary	Liverpool	1,462
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Druid	Sunderland	2,074
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Dublin	Dublin	2,736
Dublin	ditto	2,737
Dublin	Waterford	2,764
Duchess	Lancaster	1,071
Duchess	ditto	1,076
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Dudley	Newcastle	1,671
Duchess of Buccleuch	Penzance	1,705
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Duke of Sussex	Liverpool	1,095
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Dumfries	Southampton	1,959
Duncannon	Waterford	2,763
Dunglass	Glasgow	2,280
Dunlop	ditto	2,443
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Durham	ditto	1,881
Dwina	Leith	2,552
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Earl of Belfast	Belfast	2,632
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Earl of Erne	Dundalk	2,740
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Edinburgh Castle	Glasgow	2,270
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Edward Hawkins	Hull	1,0
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Eider	London	2
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Elaine	Sunderland	2,0
Elba	Newcastle	1,6
Elcanor	London	6
Electric	Belfast	2,6
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Eliza	Newcastle	1,6
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General Lee	Dublin	2,730
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George Roberts	London	179
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Gipsy King	Sunderland	2,016
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Gitana	Hartlepool, West	947
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Gleaner	Middlesborough	1,538
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Gloriana	Port Glasgow	2,611
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Goliah	Shields	1,790
Gondolier	Glasgow	2,441
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Gosforth	Newcastle	1,685
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Grace Darling	Shields	1,756
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Grange	Grangemouth	2,481
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Great Emperor	Shields, South	1,917
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Great Northern	ditto	1,449
Great Victoria	ditto	1,264
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Grenadier	Newcastle	1,6
Grey Mare Meg	London	
Griffin	Glasgow	2,5
Griffin	Southampton	1,9
Grimsby	Grimsby	9
Guide	Shields	1,8
Guarani	Liverpool	1,4
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Guy Fawkes	Glasgow	2,3
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Halley	Liverpool	1,4
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Harkaway	Shields, South	1,9
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Harry Clasper	Newcastle	1,5
Harry Vane	Sunderland	2,0
Hartlepool	London	2,0
Harvest Home	Alloa	2,1
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Hayti	Liverpool	1,3
Heather Bell	Aberdeen	2,0
Heather Bell	Bridgwater	7
Heather Bell	Liverpool	1,4
Heather Bell	Shields	1,8
Heather Bell	Sunderland	2,0
Heaton Hall	Newcastle	1,6
Hebe	London	3
Hecla	Dublin	2,7
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Hector	Sunderland	2,0
Helen	Liverpool	1,1
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Helen M'Gregor	Greenock	2,5
Helen M'Gregor	Sunderland	2,0
Helen M'Gregor	Hull	1,0
Helena	Liverpool	1,2
Hellan	Shields, South	1,8
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ro	Hull	1,040
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tton	Sunderland	2,073
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mbolt	Liverpool	1,435
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ustry	Newcastle	1,566
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repide	Glasgow	2,210
erary Castle	ditto	2,459
incible	Liverpool	1,110
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Jabez Bunting	Preston	1,737
Jacinth	Glasgow	2,431
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James	Greenock	2,506
James Atherton	Liverpool	1,089
James Conley	Aberystwith	926
James Garslang	Swansea	2,117
James Joicey	London	392
James Kennedy	Liverpool	1,150
James Mason	Newcastle	1,616
James Rankine	Glasgow	2,463
James Shaw	Stockton	1,986
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James Watt	Glasgow	2,251
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Jane Bacon	Liverpool	1,361
Jane Cochrane	Greenock	2,505
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Jerome	ditto	1,454
Jessie Brown	Glasgow	2,336
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John Brogden	Swansea	2,115
John Bull	Cardiff	804
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John Edwin	Newcastle	1,662
John Fenwick	London	320
John Hutton	Shields	1,832
John Lee	ditto	1,764
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Joseph Soames	Hull	1,000
Joseph Straker	Newcastle	1,632
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Judy	Newcastle	1,642
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Kingsbridge Packet	Dartmouth	855
Kingston	Cork	2,639
Kingstown	Dublin	2,717
Kinloch	Leith	2,586
Kinsale	Glasgow	2,410
Kirkless	Liverpool	1,379
Kitten	Newcastle	1,620
Kittiwake	Carlisle	835
Knight Templar	Liverpool	1,359
Koina	- ditto	1,331
Kong Brage	- ditto	1,177
Krishna	Liverpool	1,387
Kurrachee	Glasgow	2,300
Kyles	- ditto	2,381
La Belle Marie	Gloucester	893
Labrador	London	682
La Plata	Aberdeen	2,166
La Plata	London	401
La Plata	- ditto	557
La Plata	Waterford	2,801
Laconia	Liverpool	1,138
Ladoga	London	404
Lady Alice Hill	Belfast	2,635
Lady Beatrix	Sunderland	2,049
Lady Berriedale	London	145
Lady Brisbane	Glasgow	2,221
Lady Bute	Cardiff	796
Lady Derby	London	633
Lady Eglinton	Dublin	2,700
Lady Elgin	London	425
Lady Elizabeth	Ipswich	1,063
Lady Flora	London	605
Lady Franklin	Glasgow	2,34
Lady Havelock	Sunderland	2,09
Lady James	Newcastle	1,65
Lady Jocelyn	London	30
Lady Kelburn	Glasgow	2,21
Lady Stirling	London	49
Lady Wodehouse	Dublin	2,73
Lady of the Lake	Southampton	1,95
Lagos	London	65
Lamblin	Sunderland	2,01
Lambton	- ditto	2,00
Lancashire	Liverpool	1,37
Lancefield	Glasgow	2,27
Lanercost	Shields	1,87
Lapwing	Gloucester	89
Laplace	Liverpool	1,48
Lara	London	52
Largs	Glasgow	2,380
Lark	Liverpool	1,339
Lasborough	Sunderland	2,087
Lass o' Gowrie	Hull	1,05
Lass o' Gowrie	London	28
Lass o' Gowrie	Rochester	1,742
Lass o' Gowrie	Shields	1,78
Lass of Gowrie	Milford	1,552
Latona	London	478
Laurel	Lancaster	1,068
Laurel	Newcastle	1,559
Leda	Waterford	2,795
Lee	Cork	2,661
Lee	Rochester	1,744
Lee	- ditto	1,746
Leeds	Grimsby	922
Lees	Shields	1,859
Leinster	Dublin	2,725
Leinster Lass	Drogheda	2,079
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Leith	Glasgow	2,253
Lena	London	566
Lennox	Glasgow	2,34
Leo	London	164
Leo	Shields	1,914
Leopard	Hull	967
Leopard	Llanelly	1,503
Leopard	London	272
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Levan	Greenock	2,521
Leven	Glasgow	2,344
Leviathan	Leith	2,537
Liberty	London	277
Liberty	Shields	1,801
Life Guard	- ditto	1,862
Lightning	Cardiff	822
Lightning	Hull	1,024
Lightning	Glasgow	2,236
Lightning	London	642
Lily	Cork	2,639
Lily	Llanelly	1,505
Lily	Preston	1,733
Lily of the Wes	Aberdeen	2,163
Limena	Liverpool	1,378
Limerick	Dublin	2,728
Limerick	Limerick	2,747
Lincoln	Grimsby	921
Lindsey	Liverpool	1,489
Linnet	Glasgow	2,434
Lion	Bristol	758
Lion	Hull	1,025
Lion	- ditto	1,048
Lion	Liverpool	1,200
Lion	London	127
Lion	Shields	1,791
Lion	- ditto	1,866

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ness - - - -	Liverpool - -	1,131
le Briton - - -	London - -	670
le Eastern - - -	- ditto - -	257
le John - - -	Shields - -	1,857
le Paddy - - -	Cork - - -	2,645
le Western - - -	Middlesbrough -	1,523
le Western - - -	Scilly - - -	1,750
er - - - -	Liverpool - -	1,451
erpool - - - -	- ditto - -	1,444
erpool - - - -	- ditto - -	1,259
erpool - - -	Sligo - - -	2,759
onia - - - -	London - -	678
orno - - - -	Glasgow - -	2,289
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zie - - - -	Glasgow - -	2,435
ma - - - -	- ditto - -	2,458
ndaff - - - -	Cardiff - -	816
chine - - - -	Glasgow - -	2,327
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rd Alfred Paget - -	London - -	586
rd Ashley - - -	Grimsby - -	916
rd Byron - - -	London - -	713
rd Cardigan - -	Grimsby - -	919
rd Clyde - - -	Cork - -	2,667
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rd Gough - - -	- ditto - -	2,721
rd Harris - - -	Greenock - -	2,495
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rd Warden - - -	London - -	110
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uisa Ann Fanny - -	London - -	551
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uisiana - - -	Liverpool - -	1,292
ve Bird - - -	London - -	623
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cy - - - -	London - -	215
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bia - - - -	London - -	597
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nx - - - -	Glasgow - -	2,255
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Maas - - - -	- - ditto - -	521
Macedon - - -	Greenock - -	2,424
Macgregor - - -	London - -	537
Macgregor Laird - -	- ditto - -	330
Madras - - - -	Glasgow - -	2,342
Madras - . - -	London - -	77
Maggie Lauder - -	Liverpool - -	1,278
Magician - - -	London - -	14
Magna Charta - -	Newcastle - -	1,660
Magnet - - - -	London - -	112
Magnet - - - -	Waterford - -	2,765
Magnetic - - -	Belfast - -	2,627
Magnetic - - -	London - -	441
Mahamuddy - - -	Glasgow - -	2,377
Maid of Kent - -	London - -	339
Maid of Orleans - -	Glasgow - -	2,245
Maid of the May - -	Ballina - -	2,620
Maightdeaun-na-Herradh	Glasgow - -	2,407
Majestic - - -	Newcastle - -	1,554
Malacca - - - -	London - -	677
Malaga - - - -	Glasgow - -	2,417
Malakoff - - -	London - -	515
Mallorca - - -	- ditto - -	542
Malta - - - -	Glasgow - -	2,412
Malta - - - -	London - -	225
Malvina - - -	Leith - - -	2,612
Manchester - - -	Hull - - -	955
Manchester - - -	Liverpool - -	1,077
Mandingo - - -	London - -	638
Manhattan - - -	Liverpool - -	1,470
Marathon - - -	Glasgow - -	2,269
Marco Polo - - -	Sunderland - -	2,030
Margam Abbey - -	London - -	632
Margaret - - -	Newcastle - -	1,565
Margaret - - -	- ditto - -	1,657
Margaret - - -	Shields, South -	1,904
Margaret Ansley - -	London - -	288
Margaret and Mary -	Shields - -	1,767
Mahatta - - -	Glasgow - -	2,402
Marie - - - -	London - -	525
Marie Stuart - - -	Leith - - -	2,573
Mariner - - -	Glasgow - -	2,308
Mariner - - -	Shields - -	1,838
Marley Hill - - -	Liverpool - -	1,256
Marquis - - -	Cardiff - -	808
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Marshland - - -	Hull - - -	1,012
Martaban - - -	Glasgow - -	2,400
Martello - - -	Newcastle - -	1,560
Martin - - - -	London - -	833
Martlet - - - -	Hull - - -	961
Mary - - - -	Liverpool - -	1,280
Mary - - - -	- ditto - -	1,304
Mary - - - -	London - -	600
Mary - - - -	Newcastle - -	1,563
Mary - - - -	- ditto - -	1,593
Mary Agness - - -	Liverpool - -	1,174
Mary Ann - - -	Hull - - -	982
Mary Austin - - -	Shields, South -	1,912
Mary Jane - - -	Glasgow - -	2,219
Mary Jane - - -	Newcastle - -	1,612
Mary Nixon - - -	- ditto - -	1,664
Mary Usher - - -	Shields - -	1,891
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Matanzas - - -	Liverpool - -	1,401
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May Queen	Hartlepool, West	944
May Queen	London	481
Mazagon	- ditto	220
Mazinthin	Peterhead	2,606
Medea	London	523
Medina	Southampton	1,934
Medora	London	482
Medusa	Wisbeach	2,140
Medway	London	609
Medway	Rochester	1,747
Meg Merriles	Glasgow	2,430
Melbourne	London	432
Melita	Liverpool	1,272
Memnon	- ditto	1,210
Mercury	Newcastle	1,635
Mercury	Shields, South	1,910
Merlin	Port Glasgow	2,607
Merrimac	Bristol	782
Merry Andrew	London	260
Mermaid	- ditto	509
Mersey	Liverpool	1,494
Mersey	London	240
Merthyr	- ditto	694
Messenger	Shields	1,820
Messenger	Shields, South	1,898
Messina	Glasgow	2,298
Meteor	Dublin	2,735
Metis	Ipswich	1,060
Metropolitan	London	254
Mexican	Liverpool	1,320
Miacha	Ayr	2,181
Michel	Glasgow	2,351
Middlesbrough	Middlesbrough	1,517
Middlesex	London	644
Midge	- ditto	315
Midge	- ditto	420
Midland	Liverpool	1,405
Milan	- ditto	1,132
Milford	Bristol	766
Milford Haven	London	518
Milo	Hull	1,032
Milton	London	654
Minerva	- ditto	564
Minister Thorbecke	Hull	978
Minna	Waterford	2,672
Minna	- ditto	2,772
Minuet	Yarmouth	2,169
Minnie	London	431
Minnow	Preston	1,735
Minos	Swansea	2,105
Miranda	London	571
Miranda	Shields	1,861
Mitchells	London	290
Mæander	Liverpool	1,122
Mona	London	398
Monarch	- ditto	15
Monarch	- ditto	102
Monarch	Portsmouth	1,727
Monarch	Southampton	1,938
Mongolia	London	584
Montagu	Liverpool	1,155
Montezuma	Waterford	2,794
Montrose	Newcastle	1,611
Mooltan	London	286
Moravian	Glasgow	2,355
Morfa	Swansea	2,107
Morna	Leith	2,578
Morocco	Glasgow	2,287

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Moselle	London	8
Moselle	Shields, South	1,84
Moulmein	Glasgow	2,27
Mountaineer	- ditto	2,25
Mula	Liverpool	1,31
Mulgrave	Newcastle	1,62
Munster	Dublin	2,71
Murton	Hartlepool, West	95
Myrtle	Glasgow	2,37
Myrtle	Lancaster	1,07
Mystery	London	8
Mystery	Newcastle	1,58
Mystery	Newry	2,75
Mystery	Plymouth	1,71
Naird	London	33
Nan Zing	Glasgow	2,29
Napoleon	London	19
Napoleon III.	- ditto	63
Napoli	Glasgow	2,36
Narva	London	–
Narwhal	Dundee	2,19
Natal	Southampton	1,96
Natalian	London	58
Navarre	Liverpool	1,46
Nautilus	London	64
Neath Abbey	Swansea	2,11
Negapatam	London	56
Nelly	- ditto	25
Nelly	Middlesbrough	1,54
Nelly	- ditto	1,54
Nelson	Greenock	2,51
Nelson	London	21
Nemesis	- ditto	19
Nepaul	- ditto	23
Neptune	Bristol	74
Neptune	Dundee	2,18
Neptune	Liverpool	1,12
Neptune	London	6
Neptune	- ditto	36
Nerbudda	Glasgow	2,37
Nerbudda	Liverpool	1,40
Nereid	Waterford	2,79
Nestorian	Glasgow	2,47
Netherton	Shields	1,77
Neva	Hull	1,64
New Pelton	Newcastle	1,66
Newburn	London	29
Newcastle	Newcastle	1,61
Newcastle	- ditto	1,64
Newcastle	Shields, South	1,90
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Newhaven	London	7
Newport	Liverpool	1,23
Newsky	London	37
Newton	Liverpool	1,33
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Niagara	Glasgow	2,23
Nicolai, 1st	Liverpool	1,25
Niger	Bristol	78
Nightwatch	Cardiff	79
Nile	Hull	1,03
Nile	Liverpool	1,18
Nimrod	Cardiff	81
Nimrod	Glasgow	2,24
Niphon	London	61
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Norfolk	Hull	1,01
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nan	Southampton	1,961
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nandy	Newhaven	1,693
nandy	Southampton	1,957
na	London	104
e	- ditto	501
eman	Glasgow	2,341
eman	Southampton	1,969
h Eastern	Newcastle	1,641
h Heath	London	440
h Kent	- ditto	599
h Star	Newcastle	1,594
h Star	London	683
ham	- ditto	218
hern Light	Shields	1,809
humberland	Ardrossan	2,176
humberland	Liverpool	1,325
humberland	Shields	1,753
humberland	- ditto	1,828
hwick	London	561
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iza	London	526
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	Waterford	2,804
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e	Newcastle	1,574
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x	Shields	1,812
le	London	365
dia	Kirkwall	2,531
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nt	Leith	2,565
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n	London	604
sa	Glasgow	2,316
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ins	Newhaven	1,695
ites	Liverpool	1,111
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rne	Leith	2,559
r	- ditto	2,577
s	Liverpool	1,279
say	Shields	1,863
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ch	London	643
o	- ditto	418
wa	Liverpool	1,112
va	London	590
	Newcastle	1,573
	Hull	993
gton	Shields	1,872
	Liverpool	1,310

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Pacific	- ditto	1,362
Pacific	London	548
Palermo	Glasgow	2,284
Palestine	- ditto	2,256
Palmerston	Dover	862
Palmerston	London	679
Palmerston	- ditto	714
Palmyra	- ditto	661
Palmyra	Glasgow	2,422
Panama	Liverpool	1,458
Panther	Bristol	760
Panther	Hull	991
Panther	London	72
Paragon	Liverpool	1,157
Paragon	Shields, South	1,920
Paraguay	Waterford	2,792
Parana	London	134
Parana	Waterford	2,791
Pareora	Glasgow	2,471
Paris	Leith	2,581
Parthenon	Sunderland	2,036
Pasha	Newcastle	1,586
Pathfinder	London	588
Patriot	Newcastle	1,596
Patsie	London	554
Paul Jones	- ditto	88
Paul Pry	- ditto	32
Payta	Liverpool	1,323
Pearl	Greenock	2,502
Pearl	Leith	2,584
Pearl	Shields	1,843
Pearl	- ditto	1,889
Pearl	Southampton	1,928
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Pehlwan	Liverpool	1,311
Pekin	London	30
Pelaw	Shields, South	1,915
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Pelican	London	522
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Penelope	London	688
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Pennsylvania	Liverpool	1,271
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Percy	Newcastle	1,601
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Phœnix	Newcastle	1,683
Phœnix	Newport	1,699
Phœnix	Southampton	1,948
Pilot	Belfast	2,636
Pilot	Cardiff	810
Pilot	Cork	2,640
Pilot	- ditto	2,664
Pilot	Dartmouth	856
Pilot	Dublin	2,685
Pilot	Hull	960
Pilot	London	132
Pilot	- ditto	242
Pilot	Middlesbrough	1,530
Pilot	Newcastle	1,590
Pilot	Swansea	2,114
Pilot	Sunderland	2,004
Pilot	- ditto	2,078
Pilot	Yarmouth	2,152
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Pioneer	Belfast	2,626
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Pioneer	- ditto	467
Pioneer	- ditto	589
Pioneer	Londonderry	2,751
Pioneer	Southampton	1,944
Pioneer	Swansea	2,096
Pioneer	Yarmouth	2,147
Pisano	Liverpool	1,380
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Plantagenet	Liverpool	1,367
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Pollux	- ditto	1,394
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Porthcawl	Swansea	2,116
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Powerful	Leith	2,594
Powerful	Liverpool	1,092
Powerful	London	205
Powerful	Lowestoft	1,512
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Premier	Clay	845
Premier	Weymouth	2,127
President	Bristol	773
Preston Belle	Liverpool	1,392
Preussischer Adler	Cork	2,649
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Pride in the North	Sunderland	1,989
Primus	Whitby	2,131
Prince	Dublin	2,689
Prince	Hull	962
Prince	Ipswich	1,058
Prince	Liverpool	1,285
Prince	London	26
Prince	- ditto	3
Prince	Weymouth	2,1
Prince Albert	Liverpool	1,0
Prince Albert	Newcastle	1,5
Prince Albert	Portsmouth	1,7
Prince Albert	Whitehaven	2,1
Prince Alfred	Fleetwood	8
Prince Alfred	London	2
Prince Alfred	Shields, South	1,90
Prince Arthur	Cork	2,6
Prince Arthur	Dublin	2,6
Prince Arthur	Liverpool	1,3
Prince Cadwgan	Aberystwith	7
Prince Consort	Aberdeen	2,1
Prince Consort	Portsmouth	1,7
Prince Ernest	London	3
Prince Frederick William	- ditto	1
Prince Imperial	- ditto	7
Prince Kung	- ditto	4
Prince Patrick	Fleetwood	8
Prince of Hesse	London	5
Prince of Wales	Alloa	2,1
Prince of Wales	Dublin	2,6
Prince of Wales	Liverpool	1,2
Prince of Wales	London	5
Prince of Wales	Newcastle	1,6
Prince of Wales	Portsmouth	1,7
Prince of Wales	Preston	1,7
Prince of Wales	Swansea	2,0
Prince of Wales	Whitehaven	2,1
Princess	Plymouth	1,7
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Princess Alexandra	Dublin	2,7
Princess Alexandra	Hull	1,0
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Princess Maud	- ditto	1
Princess Royal	Bristol	7
Princess Royal	Glasgow	2,3
Princess Royal	London	6
Princess Royal	Portsmouth	1,7
Princess of Wales	- ditto	1,7
Privateer	Shields	1,8
Progress	Middlesbrough	1,5
Progress	Newcastle	1,6
Prompt	Hartlepool, West	9
Propeller	London	1
Propontis	Liverpool	1,3
Prudhoe	Goole	9
Prudhoe Castle	Shields	1,8
Ptolemy	Liverpool	1,3
Punch	London	2
Punch	Newcastle	1,5
Punjaub	Glasgow	2,3
Purbeck	Poole	1,7
Queen	Aberdeen	2,1
Queen	Cork	2,6
Queen	Dartmouth	8
Queen	Dundee	2,1
Queen	Ipswich	1,0
Queen	Liverpool	1,0
Queen	London	3
Queen	- ditto	6
Queen	Plymouth	1,7
Queen	Shields	1,7
Queen	Southampton	1,9

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en of Scotland	Hull	1,001
en of Sheba	Greenock	2,501
en of the Belgians	London	352
en of the Fairies	ditto	612
en of the Isles	Aberystwith	723
en of the Isles	Ipswich	1,064
en of the Orwell	ditto	1,062
en of the South	London	307
en of the Thames	Ipswich	1,059
nstown	Cork	2,643
kstep	Liverpool	1,267
. C., No. 1	Newcastle	1,630
r	London	209
bow	ditto	5
bow	ditto	221
bow	ditto	506
bow	Newcastle	1,624
h	Kirkaldy	2,526
ia	London	664
h	ditto	565
bler	ditto	469
bler	Maryport	1,514
bler	Shields	1,851
sgate Packet	Liverpool	1,105
ger	Glasgow	2,258
ger	Hartlepool, West	932
ger	Llanelly	1,504
ger	Newcastle	1,564
ger	Newry	2,755
ger	Portsmouth	1,725
ger	Shields	1,869
ger	Waterford	2,769
gitoto	London	555
goon	ditto	276
goon	ditto	395
d	Bridgwater	731
d	Glasgow	2,242
d	Shields	1,813
d	ditto	1,836
ler	Liverpool	1,248
lesnake	London	539
enna	Newcastle	1,614
ensbury	London	617
enscray	Kirkaldy	2,529
ber	Stockton	1,978
ecca	Caernarvon	790
Gauntlet	London	474
Lion	Southampton	1,941
ldeer	Glasgow	2,223
ance	Liverpool	1,242
ef	Bristol	774
ef	Liverpool	1,305
ard	Shields	1,818
frew	Glasgow	2,281
nes	London	636
own	ditto	389
own	Shields	1,824
eue	Liverpool	1,166
lute	Goole	905
lute	Liverpool	1,347
lute	London	356
less	Shields	1,784
iever	Liverpool	1,430
iever	ditto	1,162
iever	London	138
nas	ditto	130
ne	London	61
da	Glasgow	2,352
Rhone	Liverpool	1,146
Rhone	London	610
Richmond	Liverpool	1,249
Rifleman	Cardiff	800
Rifleman	London	306
Riga	Leith	2,598
Rinaldo	Sunderland	2,085
Rio Parana	Greenock	2,514
Ripon	London	329
Rival	Liverpool	1,083
River King	Middlesbrough	1,527
River Queen	London	186
River Queen	Middlesbrough	1,525
Rob Roy	Grangemouth	2,480
Rob Roy	Hull	985
Rob Roy	Shields	1,773
Robert Bruce	Alloa	2,172
Robert Bruce	Liverpool	1,297
Robert Bruce	London	17
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Robert Burns	Cardiff	823
Robert Burns	London	149
Robert Burns	Belfast	2,634
Robert Burns	Shields	1,846
Robert Burns	ditto	–
Robert Chambers	Newcastle	1,625
Robert Ingham	Liverpool	1,229
Robert Lowe	London	244
Robert Napier	Leith	2,538
Robert Owen	Yarmouth	2,146
Robert Pow	Shields	1,798
Robert Scott	London	388
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Robert Stephenson	Leith	2,555
Robert Todd	Liverpool	1,296
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Robin Hood	Portsmouth	1,731
Rock Light	Shields	1,848
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Roma	Glasgow	2,369
Roman	Southampton	1,956
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Rosa	Waterford	2,788
Rosa Eliza	London	502
Rosamond	Newcastle	1,585
Rose	Glasgow	2,216
Rose	Limerick	2,744
Rose Diamond	Liverpool	1,337
Rosetta	Bristol	784
Rosetta	Liverpool	1,293
Rosine	ditto	1,382
Rosselare	London	708
Rosneath	Greenock	2,520
Rothesay Castle	Glasgow	2,395
Rothesay Castle	London	279
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Rouen	ditto	326
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Rover	London	598
Rover	Port Glasgow	2,614
Royal Albert	Bristol	759
Royal Albert	Poole	1,720
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Royal Arch	Liverpool	1,240
Royal Charlie	Newcastle	1,643
Royal Charlie	Middlesbrough	1,546
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Ruahine	London	592
Ruby	Greenock	2,508
Ruby	Leith	2,556
Ruby	Liverpool	1,302
Ruby	- ditto	1,391
Ruby	Southampton	1,927
Ruby	Wexford	2,808
Rustan	Liverpool	1,312
Ryhope	London	274
Ryhope	Sunderland	2,031
Saäda	London	672
Sabrina	Cork	2,650
Sabrina	London	607
Sado	- ditto	652
Sahara	- ditto	595
Saida	- ditto	575
Sailor	Yarmouth	2,148
Sailor King	Liverpool	1,160
Salto	London	718
Sara	- ditto	711
St. Bede	Newcastle	1,677
St. Clare	- ditto	1,597
St. Columba	Dublin	2,697
St. David	Glasgow	2,346
St. Elmo	- ditto	2,302
St. Lawrence	London	527
St. Malo	Southampton	1,966
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St. Michael	- ditto	238
St. Oswin	Newcastle	1,665
St. Patrick	Drogheda	2,677
St. Patrick	Dublin	2,732
St. Patrick	Liverpool	1,254
St. Petersburgh	Hull	963
St. Rollox	Port Glasgow	2,616
St. Thomas	Liverpool	1,369
St. Vincent	Cardiff	826
Saladin	Liverpool	1,332
Salisbury	Southampton	1,973
Salsetti	London	213
Saltee	Glasgow	2,366
Samphire	London	338
Sampson	Bristol	756
Sampson	Hull	969
Samson	Bristol	754
Samson	Dundee	2,291
Samson	Greenock	2,507
Samson	Leith	2,533
Samson	Liverpool	1,106
Samson	Llanelly	1,502
Samson	London	16
Samson	- ditto	24
Samson	Shields	1,799
Samson	Sunderland	2,019
Samuel Laing	London	246
San Carlos	Liverpool	1,188
Santiago	- ditto	1,392
Sapphire	Grangemouth	2,494
Sapphire	Liverpool	1,415
Sapphire	Southampton	1,947
Sappho	Hull	1,009
Sarah Garcia	Glasgow	2,398
Sarah Rogerson	Newcastle	1,669
Sardinian	London	156
Sardis	- ditto	570
Satara	Glasgow	2,478
Satellite	- ditto	2,215
Satellite	Liverpool	1,078
Sauda	Glasgow	
Saxon	London	
Saxon	Southampton	
Scandinavian	Hull	
Scanderia	London	
Scarborough	Gainsborough	
Scoter	London	
Scotia	Dundee	
Scotia	Glasgow	
Scotia	- ditto	
Scotia	London	
Scotia	- ditto	
Scotia	Shields	
Scotsman	London	
Scottish Chief	Cork	
Scottish Maid	Glasgow	
Scottish Maid	Irvine	
Scottish Maid	Shields, Sout	
Scottish Maid	Sunderland	
Scud	London	
Sea Flower	Dublin	
Seaflower	Sunderland	
Sea Gull	Hull	
Sea Hawk	London	
Sea Horse	Hull	
Sea Horse	Sunderland	
Sea King	Liverpool	
Sea King	London	
Sea King	- ditto	
Sea Mew	Ardrossan	
Sea Nymph	Chester	
Sea Nymph	Gainsborough	
Sea Queen	Liverpool	
Sea Swallow	London	
Seaton	Sunderland	
Secret	Hull	
Secret	Liverpool	
Secret	Plymouth	
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Secretary	Liverpool	
Seine	London	
Seine	- ditto	
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Sentinel	Newcastle	
Sesostris	Liverpool	
Setubal	London	
Severn	Bristol	
Severn	London	
Severn	Liverpool	
Shaftesbury	- ditto	
Shamrock	Londonderry	
Shamrock	Waterford	
Shandon	Glasgow	
Shannon	Hull	
Shannon	London	
Shannon	Shields, South	
Shark	Dublin	
Sheffield	Grimsby	
Sheffield	Hull	
Sheffield	Liverpool	
Shelburn	Lancaster	
Shelburn	Sunderland	
Shoocy Leen	London	
Sibyl	- ditto	
Sicilian	Liverpool	
Sidon	Glasgow	
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Singapore	- ditto	
Sir Charles Napier	Glasgow	
Sir Colin Campbell	- ditto	

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ward Banks	London	10
orge Grey	Shields	1,778
ac Newton	Cardiff	814
nes Duke	London	311
n Lawrence	- ditto	581
bert Peel	- ditto	63
lter Raleigh	- ditto	152
lter Raleigh	- ditto	327
lter Scott	- ditto	90
lter Scott	Shields	1,821
lliam Wallace	Lancaster	1,070
lliam Wallace	London	20
lliam Wallace	Shields	1,888
	Liverpool	1,252
	Dublin	2,712
	Liverpool	1,219
	Sligo	2,768
a	London	437
a	Hull	1,008
	Liverpool	1,351
	Glasgow	2,248
oun	Leith	2,566
rop	Sunderland	2,081
	London	100
	Southampton	1,958
	London	189
set	Liverpool	1,498
Johnny	London	19
mpton	Southampton	1,946
mpton	- ditto	1,967
vick	Sunderland	2,032
ir	London	685
ign	Liverpool	1,147
n	Glasgow	2,425
vell	Borrowstoness	2,184
vell	Hull	994
vell	Liverpool	1,209
	- ditto	1,389
id	Belfast	2,628
	Shields, South	1,902
	Liverpool	1,317
	Glasgow	2,458
	Leith	2,583
oul	Greenock	2,498
rd	Dublin	2,698
y	London	545
	Cork	2,637
	Dublin	2,709
	Leith	2,541
	Liverpool	1,133
ht	London	6
	Bridgwater	736
	London	476
	- ditto	563
	Swansea	2,104
nson	Shields, South	1,009
nsons	Shields	1,884
	Leith	2,574
	London	319
g	Leith	2,558
g Castle	Alloa	2,175
on	Stockton	1,980
ort	Grimsby	928
	London	510
King	Cardiff	793
King	Liverpool	1,165
King	Shields, South	1,922
Queen	London	712
	- ditto	505
	Ramsgate	1,738
ar	Shields	1,855

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Stromboli	Glasgow	2,272
Sturdy	Liverpool	1,266
Success	- ditto	1,328
Sultan	Glasgow	2,370
Sultan	Lancaster	1,069
Sultan	London	144
Sultana	Hull	976
Sunbeam	London	347
Sunbeam	Shields	1,815
Sunda	London	698
Sunderland	Shields	2,077
Sunflower	London	154
Sunrise	Port Glasgow	2,613
Sunshine	- ditto	2,615
Surat	London	699
Surprise	Liverpool	1,341
Susan Byrne	Glasgow	2,359
Susanna	London	580
Susannah	- ditto	159
Sussex	Newhaven	1,692
Sutherland	Liverpool	1,483
Swallow	Hull	966
Swan	Glasgow	2,462
Swan	Middlesbrough	1,539
Swanland	Hull	1,022
Swansea	Liverpool	1,399
Swift	Cardiff	802
Swiftsure	Liverpool	1,214
Swilly	Hull	1,007
Sydney	Falmouth	864
Sydney Hall	London	369
Sylph	Hull	1,010
Sylph	Liverpool	1,316
Sylph	London	89
Syren	Liverpool	1,452
Syria	London	426
Syrian	Liverpool	1,191
T. A. Gibb	London	559
Tachta	Liverpool	1,468
T. D. Marshall	Shields, South	1,913
T. E. Forster	Newcastle	1,679
Ta-Pang-Nyo	Glasgow	2,339
Taff	Bristol	743
Taff	Cardiff	798
Taiwan	Aberdeen	2,169
Talbot	Lancaster	1,074
Talbot	Liverpool	1,275
Talca	- ditto	1,227
Talisman	- ditto	1,277
Tam o' Shanter	Shields	1,758
Tamar	London	125
Tamanlipas	Liverpool	1,114
Tanfield	London	550
Tanjore	- ditto	596
Tararna	- ditto	508
Tarifa	Glasgow	2,372
Tarset	Sunderland	2,059
Tartar	Leith	2,551
Tartar	Liverpool	1,100
Tartar	Middlesbrough	1,518
Tartar	Swansea	2,097
Tasmanian	London	222
Tasso	Sunderland	2,055
Taurus	London	700
Tay	Dundee	2,192
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Terrible	- ditto - -	1,886
Terrible	Greenock - -	2,519
Terrier	Ardrossan - -	2,178
Terrier	Glasgow - -	2,387
Terrier	Shields - -	1,866
Test	Chester - -	837
Test	Shields - -	1,765
Thales	Glasgow - -	2,391
Thames	Grangemouth -	2,483
Thames	London - -	316
Thames	- ditto - -	477
Thames	- ditto - -	659
Thames	Stockton - -	988
Thames	Sunderland - -	2,041
Thane o' Fife	Leith - - -	2,543
Theban	Glasgow - -	2,440
The Greek	London - -	614
The Queen	Liverpool - -	1,396
The Perthshire Lassie	Bristol - -	778
Thebes	Liverpool - -	1,385
Therese	Glasgow - -	2,232
Thersalia	Liverpool - -	1,127
Thetis	London - -	668
Thistle	Glasgow - -	2,388
Thomas Bazley	- ditto - -	2,375
Thomas Gillespie	Newcastle - -	1,687
Thomas Lee	London - -	460
Thomas Petley	- ditto - -	33
Thomas Powell	Newport - -	1,701
Thomas Royden	Liverpool - -	1,031
Thomas Loudon	Middlesbrough -	1,548
Thornley	London - -	717
Thyra	London - -	715
Tiber	Liverpool - -	1,208
Tiel	Kirkaldy - -	2,527
Tiger	Bristol - -	757
Tiger	Hull - - -	965
Tiger	- ditto - -	1,052
Tiger	Liverpool - -	1,107
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Tintern	Waterford - -	2,779
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Tom John Taylor	London - -	312
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Toward Castle	Liverpool - -	1,143
Tower	- ditto - -	1,082
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Trafalgar	Dublin - -	2,670
Transit	London - -	485
Transit	Southampton -	1,930
Trent	London - -	54
Trenthick	Newcastle - -	1,684
Trident	London - -	12
Trinity	- ditto - -	26
Tripoli	Glasgow - -	2,317
Tristram Shandy	Liverpool - -	1,280
Triton	London - -	22
Triumph	Liverpool - -	1,3
Troubadour	Wexford - -	2,8
True Briton	London - -	
Tubal Cain	Cardiff - -	8
Tugwell	London - -	3
Tuscar	Glasgow - -	2,3
Tweed	Swansea - -	2,1
Twilight	London - -	
Two Sisters	Glasgow - -	2,4
Tyne	London - -	1
Tyne	Shields - -	1,8
Tyne	- ditto - -	1,8
Tyne	- ditto - -	1,8
Tyne Queen	Liverpool - -	1,3
Tynemouth	Goole - -	8
Tynemouth	London - -	3
Tynemouth	Newcastle - -	1,6
Tynemouth	Shields - -	1,8
Tynwald	Greenock - -	2,5
Tyro	Grimsby - -	9
Uitenhage	London - -	6
Ulster	Dublin - -	2,7
Una	Waterford - -	2,7
Uncle Sam	Goole - -	8
Uncle Sam	London - -	2
Undine	Bristol - -	7
Undine	Glasgow - -	2,4
Union	London - -	6
United Kingdom	Glasgow - -	2,4
United Kingdom	Liverpool - -	1,1
United Service	London - -	6
United States	Cardiff - -	8
United States	Cork - - -	2,6
United States	Liverpool - -	1,1
Unity	Shields - -	1,8
Universe	Liverpool - -	1,1
Upton	London - -	5
Urania	Yarmouth - -	2,1
Ursa Major	Shields - -	1,8
Uruguay	Waterford - -	2,7
Vale of Clwyd	Ayr - - -	2,1
Valencia	Glasgow - -	2,3
Valetta	Cowes - -	8
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Vandeleur	Waterford - -	2,8
Vanderbyl	London - -	4
Vanguard	Aberdeen - -	2,1
Vanguard	Cardiff - -	8
Vanguard	Liverpool - -	1,4
Varina	- ditto - -	1,2
Vartry	Dublin - -	2,7
Vectis	Southampton -	1,9
Velindra	Cardiff - -	7
Velocity	London - -	3
Venetia	- ditto - -	4
Venetian	Liverpool - -	1,1
Venezia	Glasgow - -	2,4
Venezuelan	Liverpool - -	1,4
Venice	Sunderland - -	2,0
Venture	Shields - -	1,8
Venus	Faversham - -	8
Venus	Glasgow - -	2,3
Venus	Grangemouth -	2,4
Venus	London - -	3
Vernon	Liverpool - -	1,1
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	Sunderland	1,997
	Waterford	2,768
	London	325
g	ditto	281
by	Hull	1,011
r	Bridgwater	737
	Dundee	2,203
	Glasgow	2,309
r	Leith	2,534
	London	249
r	ditto	662
ria	Alloa	2,173
ria	Caernarvon	788
ria	Cork	2,644
ria	Cowes	848
ria	Glasgow	2,456
ria	Liverpool	1,163
ria	London	117
ria	ditto	185
ria	ditto	269
ria	London	310
ria	Newcastle	1,570
ria	Portsmouth	1,730
ria	Newhaven	1,698
ria	Sunderland	2,038
ria Dock	London	168
ry	Glasgow	2,312
ry	Liverpool	1,199
ry	London	18
ry	Shields	1,757
ry	Stockton	1,985
ia	Leith	2,562
ant	London	341
ant	ditto	468
ant	Shields	1,759
ant	ditto	1,803
ant	ditto	1,875
ant	Sunderland	2,022
	Hull	1,344
	London	540
n	ditto	471
nia	Liverpool	1,281
la	Leith	2,550
ria	London	355
	Glasgow	2,354
	London	11
	ditto	433
a	Greenock	2,497
a	London	514
a	Shields	1,866
a	London	332
geur	Liverpool	1,244
geur	Stockton	1,979
nteer	London	293
nteer	Plymouth	1,715
nteer	Shields, South	1,897
nteer	Sunderland	2,044
an	Glasgow	2,455
an	London	298
an	ditto	466
an	ditto	500
ire	ditto	161
efield	Grimsby	923
ker	Middlesbrough	1,528
ker	Newcastle	1,618
ker	Shields	1,856
ssey	Liverpool	1,094
Wallsend	Shields	1,865
Walter Stanhope	Goole	907
Wanderer	London	635
Wansbeck	ditto	211
Wansbeck	Newcastle	1,603
Wansbeck	Sunderland	1,991
War Eagle	Shields, South	1,907
War Eagle	Stockton	1,982
Wards	Newcastle	1,577
Ware	Gloucester	891
Warrior	Grimsby	926
Warrior	Liverpool	1,326
Warrior	London	344
Warrior	ditto	381
Warrior	Shields	1,818
Warsaw	Leith	2,570
Wasp	Liverpool	1,170
Water Lily	Barnstaple	728
Water Lily	Liverpool	1,239
Water Lily	Sunderland	2,009
Waterloo	London	322
Waterman	Newcastle	1,569
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Waterman (No. 2)	ditto	119
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Waterman (No. 4)	ditto	120
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Waterman (No. 10)	ditto	143
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Waterwitch	Leith	2,587
Waterwitch	London	25
Wave	Gloucester	891
Wave	London	415
Wave of Life	Caernarvon	789
Waverley	Carlisle	832
Waverley	ditto	834
Wear	Sunderland	2,062
Wearmouth	London	142
Wearmouth	Sunderland	2,024
Weasel	Glasgow	2,453
Welches	ditto	2,020
Welcome	Shields	1,762
Wellesley	London	594
Wellington	ditto	201
Wentworth	Newcastle	1,690
West Dock	Hartlepool, West	935
West Indian	Liverpool	1,420
West of England	ditto	1,465
Whisper	London	528
Whiteinch	Borrowstoness	2,183
Whitwell	Sunderland	1,994
Widgeon	Liverpool	356
Wilberforce	Grimsby	918
Wilberforce	ditto	920
Wilberforce	Shields	1,835
Wild Rose	Liverpool	1,243
Wildfire	Dundee	2,198
William and Clara	London	1,866
William	Cardiff	813
William	Shields	1,853
William Bromley	Greenock	2,503
William Cargill	Newcastle	1,579
William Charles	Hartlepool, West	933
William Connal	Glasgow	2,296
William Cory	London	671
William Coulman	Goole	909
William Fawcett	Liverpool	1,080
William Hall	Dublin	2,714
William Hayman	Rochester	1,745
William Hunter	London	562

INDEX—*continued.*

VESSELS' NAMES.	Port of Registry.	No. of Reference.
William Jolliffe	London	23
William M'Cormick	Londonderry	2,752
William Penn	Waterford	2,800
William Scott	Swansea	2,111
William Taylor	Glasgow	2,392
William Wallace	Cork	2,655
William and Jane	Newcastle	1,640
William and John	Sunderland	2,002
William and Mary	Newcastle	1,561
William and Mary	Shields	1,775
Willing Mind	Liverpool	1,289
Willington	Newcastle	1,651
Willington	Plymouth	1,711
Windermere	London	282
Windsor	Dublin	2,704
Windsor	Leith	2,600
Windward	Peterhead	2,605
Wirral	Liverpool	1,097
Witch	London	543
Wizard	Newcastle	1,672
Wo Kee	London	412
Wolf	Glasgow	2,446
Woodside	Liverpool	1,377
Wonder	ditto	1,295
Wonder	London	78
Wonder	ditto	83
Wonder	Shields	1,827
Wonder	Southampton	1,929
Wrecker	Newcastle	1,667
Wren	Liverpool	1,343
Wren	Liverpool	1
Wye	Bristol	
Wye	ditto	
Wye	Liverpool	1
Wye	London	
Wyre	Fleetwood	
Wyvern	Newcastle	1
X. L.	Newcastle	1
Xanthe	Leith	2
Xantho	Wick	2
Yamuna	Liverpool	1
Yarco	ditto	1
Yeddo	London	
York	Sunderland	2
Yorkshire	Hull	1
Yow Yangs	London	
Yuen-Tze-Fee	Glasgow	2
Zaimis	Hull	
Zealous	Belfast	2
Zealous	London	
Zebra	Hull	
Zephyr	Liverpool	1
Zephyr	Waterford	2
Zeta	Swansea	2
Zingari	Hartlepool, West	

STEAM VESSELS.

RETURN of the whole of the REGISTERED
VESSELS of the United Kingdom on the
of January 1867; distinguishing Vessels
Iron, and also Vessels having Screw Pro
and giving the Aggregate Number of
and Amount of Tonnage, with an ALPHAB
INDEX.

(*Mr. Baring.*)

Ordered, by The House of Commons, *to be Print*
16 *July* 1867.

[*Price* 1*s*.]

Under 12

VESSELS.

RETURN to an Order of the Honourable The House of Commons, dated 3 June 1867;—*for*,

RETURN "of the Number and Tonnage of VESSELS above 50 Tons built at each PORT of the UNITED KINGDOM during the Year 1866 (as shown by the Customs Measurement), distinguishing Sailing from Steam Vessels, and distinguishing, also, those built of Iron, of Wood, and those partly of Iron and partly of Wood, tabulated thus:

	Sailing Vessels.						Steam Vessels.						Total Vessels.	
	Iron.		Wood.		Composite.		Iron.		Wood.		Composite.			
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
London -	20	10,000	20	10,000	20	10,000	20	10,000	20	10,000	20	10,000	120	60,000

Board of Trade, 2 July 1867.

T. H. FARRER.

(*Mr. Candlish.*)

Ordered, by The House of Commons, *to be Printed*, 3 *July* 1867.

RETURN of the Number and Tonnage of VESSELS above 50 Tons built at each PORT of the UNI KINGDOM during the Year 1866 (as shown by the Customs Measurement) distinguishing Sailing f Steam Vessels, and distinguishing also those built of Iron, of Wood, and those partly of Iron partly of Wood.

PORTS.	SAILING VESSELS.						STEAM VESSELS.						Total Number of V and Tonnag	
	Iron.		Wood.		Composite.		Iron.		Wood.		Composite.			
	No.	*Tonnage.*	*No.*	*Tonnage.*	*No.*	*Tonnage.*	*No.*	*Tonnage.*	*No.*	*Tonnage.*	*No.*	*Tonnage.*	*No.*	*To*
ENGLAND AND WALES:														
Aberystwith	–	–	9	1,250	–	–	–	–	–	–	–	–	9	1,5
Arundel	–	–	3	557	–	–	–	–	–	–	–	–	3	
Barnstaple	–	–	1	449	–	–	–	–	–	–	–	–	1	
Beaumaris	–	–	4	680	–	–	–	–	–	–	–	–	4	
Berwick	–	–	2	319	–	–	–	–	–	–	–	–	2	
Bideford	–	–	8	2,174	–	–	–	–	–	–	–	–	8	2,
Bridgwater	–	–	1	194	–	–	–	–	–	–	–	–	1	
Bridport	–	–	2	836	–	–	–	–	–	–	–	–	2	
Bristol	–	–	1	328	–	–	1	128	–	–	–	–	2	
Cardiff	1	437	1	97	–	–	1	115	1	144	–	–	4	
Cardigan	–	–	2	219	–	–	–	–	–	–	–	–	2	
Carnarvon	–	–	9	1,450	–	–	–	–	–	–	–	–	9	1,4
Chester	–	–	6	611	–	–	–	–	–	–	–	–	6	
Cowes	–	–	1	191	–	–	–	–	1	137	–	–	2	
Dartmouth	–	–	17	2,754	–	–	–	–	–	–	–	–	17	2,7
Exeter	–	–	4	1,094	–	–	–	–	–	–	–	–	4	1,0
Faversham	–	–	5	755	–	–	–	–	–	–	–	–	5	
Fleetwood	–	–	1	149	–	–	–	–	–	–	–	–	1	
Fowey	–	–	4	554	–	–	–	–	–	–	–	–	4	
Gloucester	–	–	5	507	–	–	–	–	–	–	–	–	5	
Goole	–	–	8	571	–	–	–	–	–	–	–	–	8	
Grimsby	–	–	23	1,319	–	–	–	–	–	–	–	–	23	1,3
Hartlepool	–	–	1	206	–	–	3	2,691	–	–	–	–	4	2,8
Hartlepool, West	1	1,542	–	–	–	–	7	5,017	–	–	–	–	8	6,5
Harwich	–	–	1	53	–	–	–	–	–	–	–	–	1	
Hayle	1	232	1	137	2	365	–	–	–	–	–	–	4	
Hull	4	5,199	25	2,293	–	–	10	5,796	–	–	–	–	39	13,2
Ipswich	–	–	4	491	–	–	–	–	–	–	–	–	4	
Lancaster	2	2,262	3	316	–	–	–	–	–	–	–	–	5	2,5
Liverpool	24	18,770	4	469	2	567	8	3,861	–	–	–	–	38	23,6
Llanelly	3	986	–	–	–	–	1	134	–	–	–	–	4	1,1
London	2	2,449	3	171	2	1,747	25	13,367	–	–	–	–	32	17,7
Middlesbrough	–	–	–	–	3	1,228	8	5,248	–	–	–	–	11	6,4
Milford	–	–	2	543	–	–	–	–	–	–	–	–	2	5
Newcastle	2	490	3	378	–	–	34	26,693	5	400	–	–	44	27,9
Newhaven	–	–	1	99	–	–	–	–	–	–	–	–	1	
Newport	–	–	2	828	–	–	–	–	–	–	–	–	2	8
Padstow	–	–	7	840	–	–	–	–	–	–	–	–	7	8
Plymouth	–	–	6	708	–	–	–	–	–	–	–	–	6	7
Poole	–	–	1	57	–	–	–	–	–	–	–	–	1	
Portsmouth	–	–	4	429	–	–	–	–	–	–	–	–	4	4
Preston	2	806	4	488	–	–	3	1,443	–	–	–	–	9	2,7
Ramsgate	–	–	3	179	–	–	–	–	–	–	–	–	3	1
Rochester	–	–	2	111	–	–	–	–	1	89	–	–	3	2
Runcorn	–	–	5	308	–	–	–	–	–	–	–	–	5	3
Rye	–	–	22	1,891	–	–	–	–	–	–	–	–	22	1,8

PORTS.	SAILING VESSELS.						STEAM VESSELS.						Total Number of Vessels and Tonnage.	
	Iron.		Wood.		Composite.		Iron.		Wood.		Composite.			
	No.	*Tonnage.*	*No.*	*Tonnage.*	*No.*	*Tonnage.*	*No.*	*Tonnage.*	*No.*	*Tonnage.*	*No.*	*Tonnage.*	*No.*	*Tonnage.*
NGLAND AND WALES—*cont^d.*														
y - - -	–	–	1	70	–	–	–	–	–	–	–	–	1	70
lds, North -	–	–	2	590	–	–	15	11,307	21	1,651	–	–	38	13,548
lds, South -	3	758	4	1,841	–	–	4	1,902	8	586	–	–	19	5,087
eham - -	–	–	9	2,871	1	453	–	–	–	–	–	–	10	3,324
hampton - -	–	–	4	310	–	–	2	3,213	–	–	–	–	6	3,523
kton - -	1	500	–	–	–	–	8	6,159	–	–	–	–	9	6,659
lerland - -	14	6,445	107	34,326	12	6,548	15	11,544	1	391	–	–	149	59,254
nsea - -	–	–	1	400	–	–	–	–	–	–	–	–	1	400
nmouth - -	–	–	1	78	–	–	–	–	–	–	–	–	1	78
o - - -	–	–	2	191	–	–	–	–	–	–	–	–	2	191
tby - - -	–	–	4	992	–	–	–	–	–	–	–	–	4	992
tehaven - -	1	672	4	706	1	557	–	–	–	–	–	–	6	1,935
dbridge - -	–	–	1	54	–	–	–	–	–	–	–	–	1	54
kington - -	–	–	2	797	–	–	–	–	–	–	–	–	2	797
COTLAND:														
rdeen - -	–	–	12	7,560	2	2,799	2	1,212	–	–	–	–	16	11,571
a - - -	–	–	2	497	–	–	–	–	–	–	–	–	2	497
roath - -	–	–	1	97	–	–	–	–	–	–	–	–	1	97
rossan - -	–	–	3	297	–	–	–	–	–	–	–	–	3	297
- - -	–	–	3	428	–	–	–	–	–	–	–	–	3	428
f - - -	–	–	21	3,123	–	–	–	–	–	–	–	–	21	3,123
owstoness -	–	–	3	421	–	–	1	277	–	–	–	–	4	698
fries - -	–	–	2	232	–	–	–	–	–	–	–	–	2	232
dee - - -	2	998	3	853	3	2,284	2	1,200	2	662	–	–	12	5,997
gow - -	17	11,168	7	966	10	6,778	85	47,816	–	–	2	1,406	121	68,134
gemouth - -	–	–	2	279	1	674	–	–	–	–	–	–	3	953
ton - -	–	–	1	99	–	–	–	–	–	–	–	–	1	99
nock - -	3	3,614	4	354	1	879	10	9,429	–	–	–	–	18	14,276
rness - -	–	–	5	1,034	–	–	–	–	–	–	–	–	5	1,034
aldy - -	–	–	–	–	–	–	1	788	–	–	–	–	1	788
wall - -	–	–	1	97	–	–	–	–	–	–	–	–	1	97
trose - -	–	–	7	1,563	–	–	–	–	–	–	–	–	7	1,563
h - - -	–	–	14	2,644	–	–	–	–	–	–	–	–	14	2,644
rhead - -	–	–	8	1,320	–	–	–	–	–	–	–	–	8	1,320
Glasgow -	8	6,041	–	–	–	–	16	4,648	–	–	–	–	24	10,689
n - - -	–	–	1	1,113	–	–	–	–	–	–	–	–	1	1,113
town - -	–	–	2	472	–	–	–	–	–	–	–	–	2	472
RELAND:														
ast - - -	2	2,837	–	–	–	–	1	320	–	–	–	–	3	3,157
- - -	2	396	–	–	–	–	2	264	–	–	–	–	4	660
rheda - -	–	–	–	–	–	–	1	101	–	–	–	–	1	101
lin - - -	–	–	–	–	–	–	4	1,543	–	–	–	–	4	1,543
erford - -	–	–	–	–	–	–	3	3,486	–	–	–	–	3	3,486
ford - -	–	–	1	109	–	–	–	–	–	–	–	–	1	109

ote.—Names of Ports at which there were not any Vessels above 50 Tons built in the year 1866 are omitted in this Return.

neral Register and Record Office of Shipping and Seamen, London, 29 June 1867.

Jno. J. Mayo,
Registrar General.

VESSELS.

RETURN of the Number and Tonnage of Vessels above 50 Tons built at each Port of the United Kingdom during the Year 1866 (as shown by the Customs Measurement), distinguishing Sailing from Steam Vessels, and distinguishing, also, those built of Iron, of Wood, and those partly of Iron, and partly of Wood.

(*Mr. Candlish.*)

Ordered, by The House of Commons, *to be Printed*,
3 *July* 1867.

CHAIN CABLES AND ANCHORS.

RETURN to an Order of the Honourable The House of Commons.
dated 26 February 1867;—*for*,

COPY "of any further CORRESPONDENCE between the Board of Trade and the Committee of Lloyd's Registry, their late Engineer, or any other parties, in reference to the working of 'THE CHAIN CABLES AND ANCHORS ACT, 1864' (in continuation of Parliamentary Papers, Nos. 111, 304, and 425, of Session 1866)."

Board of Trade,
May 1867.

T. H. FARRER.

(*Mr. Laird.*)

Ordered, by The House of Commons, *to be Printed*,
30 *April* 1867.

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COPY of further CORRESPONDENCE between the Board of Trade and the Committee of Lloyd's Registry, their late Engineer, or any other parties, in reference to the working of "The Chain Cables and Anchors Act, 1864."

— No. 1. —

(W. 3095.)

The Secretary of Lloyd's Register to the Board of Trade.

Lloyd's Register of British and Foreign Shipping,
2, White Lion-court, Cornhill, E.C.,
2 July 1866.

Dear Sir,

I HAVE received a note from Mr. T. M. Gladstone, late engineer to this society, requesting the Committee to obtain for him the return of the coloured drawings, framed and glazed, of the proving machine at Poplar, which was transmitted to you as per my letter dated 15 May 1865.

Mr. Gladstone claims them as his property, and values them at 50 *l.*; without waiting to question this claim, I will feel obliged by your informing me whether there is any objection to these drawings being returned to me, on my undertaking to furnish you with correct copies or tracings of them.

I am, &c.
(signed) *Geo. B. Seyfang,*
Secretary.

T. H. Farrer, Esq., &c. &c. &c.,
Board of Trade.

— No. 2. —

(W. 3095.)

Board of Trade to the Secretary of Lloyd's Register.

Board of Trade, Whitehall, 6 July 1866.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 2nd instant, requesting the return of the coloured drawings of your testing machine at Poplar, sent to this office in May 1865.

In reply, I am to inform you that the drawings were sent to the Board of Trade officially after an official application for them, and that it is contrary to the practice of this Board to return original drawings in such cases.

I am, however, to inform you that this Board will be glad to send you a plain tracing of each drawing, should you require it.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary, Lloyd's Register of British and Foreign Shipping.

— No. 3. —

(W. 3270.)

Lloyd's Tyne Public Chain and Anchor Testing Company to the Board of Trade.

Proving House, Low Walker,
near Newcastle-on-Tyne, 9 July 1866.

Sir,

I AM instructed by the Directors of this Company to forward to you a copy of correspondence with Lloyd's Committee.

I am, &c.
(signed) *Frank Carr,*
Secretary.

The Secretary of the
Board of Trade, London.

Enclosure in No. 3.

(1.)

(W. 3270.)

Proving House, Low Walker,
near Newcastle-upon-Tyne,
16 May 1866.

Sir,

I AM instructed by the directors of this Company to forward to you a copy of correspondence with the Board of Trade, which I do herewith; and the directors beg to call the very particular attention of Lloyd's Committee to the statement of Mr. Clarke, engineer to this Company.

I remain, &c.
(signed) *Frank Carr*, Secretary.

Geo. B. Seyfang, Esq.,
Lloyd's Committee, London.

[The enclosure in the above letter was a copy of the letter written by the Secretary of Lloyd's Tyne Public Chain and Anchor Testing Company (Limited) to the Secretary of the Board of Trade on the same date (namely, the 16th May 1866), together with copies of the documents enclosed in that communication.]

(2.)

(W. 3270.)

Lloyd's Register of British and Foreign Shipping,
2, White Lion-court, Cornhill, E. C.,
18 May 1866.

Dear Sir,

I AM in receipt of your letter, dated the 16th instant, with its ensclosure in relation to the correspondence which has taken place with the Board of Trade, respecting the Tyne Chain and Anchor Proving Machines, and beg to assure you that I will not fail to bring the same under the notice of the Committee.

Referring, in the meantime, to that part of Mr. Clarke's statement in which he alleges that in an interview which he had with me on or about the 17th November, 1865, I asked him if he had made certain alterations which appeared on the paper, containing the calculations for the machinery at Low Walker, I wish to remark that I apprehend his recollection is deficient in this respect.

I did not ask him whether he had made these corrections, for I always understood that they had been made by Mr. Gladstone. What I asked him was, that inasmuch as Mr. Gladstone, in a letter addressed to Mr. Burrell, dated 25th October 1864, expressly pointed out that "the weights and the levers were in error," how it happened that these errors were not corrected, but were allowed to remain until re-discovered by Mr. Galloway in July 1865; and I feel bound to add that, although I endeavoured to explain to Mr. Clarke how important this inquiry was to Mr. Gladstone's interests, Mr. Clarke's replies did not enlighten me on this very simple point.

I am, &c.
(signed) *Geo. B. Seyfang*, Secretary.

Frank Carr, Esq.,
Lloyd's Tyne Public Proving Company,
Custom House Chambers,
Newcastle-on Tyne.

(3.)

(No. 196—Circular.)

Lloyd's Register of British and Foreign Shipping,
2, White Lion-court, Cornhill, E.C.,
14 May 1866.

Sir,

I TRANSMIT for your information a copy of some correspondence which has taken place between the Committee of this Society and the Board of Trade, respecting the Society's Proving House for Chains and Anchors, &c.

I am, &c.
(signed) *Geo. B. Seyfang*, Secretary.

Frank Carr, Esq.,
Lloyd's Tyne Public Testing Company,
Newcastle-on-Tyne.

(4.)

Proving House, Low Walker, near
Newcastle-upon-Tyne,
9 June 1866.

Sir,

I AM desired by the directors of this Company to acknowledge receipt of your letter of the 18th ultimo, and also of your circular, dated the 14th ultimo, enclosing a copy of correspondence between Lloyd's Committee and the Board of Trade.

With

With respect to your remarks on Mr. Clarke's statement, transmitted to you in my letter of the 16th ultimo, the directors being aware that you and Mr. Clarke have met since your letter was written, and have interchanged mutually satisfactory explanations, will only observe, that your letter confirms Mr. Clarke's statement in its material point, namely, that the corrections on the document which was before you at the interview in question, were not made by him. Since the receipt of your letter the directors have, however, ascertained that the above-mentioned document, which was enclosed by Mr. Clarke to Mr. Gladstone, in his letter to Mr. Gladstone of 26th October 1864, is not the same as that published in page 51 of the published correspondence, and alleged by Mr. Gladstone (in page 50) to have been sent by Mr. Clarke to him in his letter of 26th October 1864.

The directors have further ascertained, that the document published in page 51, although indorsed by Mr. Gladstone as having been received and approved by him on 27th October 1864, was, in fact, sent to him in August 1865, and was not sent to him by Mr. Clarke at all, but was sent to him by Mr. Burrell, for the purpose of giving him information as to the error discovered and the correction made by Mr. Galloway in July 1865.

In view of these inaccuracies, and of the inaccuracies in the published correspondence, of which evidence was furnished by the enclosures in my letter to you of the 16th ultimo, the directors respectfully claim that credit be given by Lloyd's Committee to Mr. Clarke's formal and explicit denial of the statement that the error pointed out to him by Mr. Galloway in July 1865, had been previously pointed out to him by Mr. Gladstone; an error which the directors take the opportunity of observing was corrected, when pointed out, in the course of a single night.

And inasmuch as Lloyd's Committee have sanctioned and published statements to the contrary effect, copies of which are appended, and these statements cast a reproach upon the Company and its servants, which is entirely undeserved, the directors feel that they may confidently appeal to Lloyd's Committee to withdraw their sanction from these statements, and to publish the communications on the subject which they have received from this Company.

I remain, &c.

Geo. B. Seyfang, Esq.,
Lloyd's Committee, London.

(signed) *Frank Carr*, Secretary.

Sub-Enclosure No. 1.

From Mr. *Gladstone's* Reply to Mr. *Galloway's* Report.

Page 47 of the published Correspondence.

"It will be seen that this error was discovered and pointed out by me so early as the 25th October 1864, and that the neglect of the manufacturer and the engineer of the company caused the serious error to continue, while I had no opportunity nor instruction to repeat my examination."

Sub-Enclosure No. 2.

From Messrs. *Bidder*, *Hawksley*, and *Clarke's* Report.

Pages 23 and 24 of the published Correspondence.

"It appears, however, that in the cable machine at Low Walker, a very important error, pointed out by the engineer to the Board of Trade, had been allowed for a considerable time to exist uncorrected.

"It is certain, however, as appears from the correspondence placed before us, that this error had been detected by your engineer before it had been observed by the engineer of the Board of Trade indeed, almost as soon as the machine was erected, but that the necessary alterations directed by your officer had not been carried into effect by the persons in charge."

(5.)

Lloyd's Register of British and Foreign Shipping,
2, White Lion-court, Cornhill, E.C.,
15 June 1866.

Sir,

I am directed to acknowledge the receipt of your letter, dated the 9th instant, calling attention to some inaccuracies in the correspondence which has been printed under the directions of this Committee, so far as it relates to the Tyne testing machine, and to acquaint you that this painful subject is at present occupying the Committee's attention; and I am further to assure you, that whatever may be the result of their investigation, they will be quite ready to do ample justice to the directors and officers of that machine.

I am, &c.

Frank Carr, Esq.,
Tyne Public Chain Testing Machine,
Newcastle.

(signed) *Geo. B. Seyfang*, Secretary.

(6.)

Lloyd's Register of British and Foreign Shipping,
2, White Lion-court, Cornhill, E.C.,
3 July 1866.

Sir,

See Enclosures 4 and 5, in No. 3.

REFERRING to your letter of the 9th ultimo, and to mine of the 15th ultimo, in respect to the correspondence relating to proving machines, printed by order of this Committee, so far as it relates to the machine at Low Walker, I am directed to acquaint you that the Committee have given the subject a most careful and deliberate consideration, and find that the letters and calculations regarding that machine have been improperly and unjustifiably altered by Mr. Gladstone; and that the statement in the Report of Messrs. Bidder, Hawkesley, and Clarke (page 24), to the effect that the error in the weights of the Tyne machine "had been detected by the Society's engineer before it had been observed by the engineer of the Board of Trade, but that the necessary alterations directed by the former had not been carried into effect by the persons in charge," was made by those gentlemen under a misapprehension of the real facts of the case.

The Committee find that although the error in the weights was discovered by the clerk who checked the calculations received by Mr. Gladstone from Mr. Clarke on or about the 24th October 1864, the error was never specifically brought by Mr. Gladstone under the notice of the parties interested in the machine.

As Mr. Gladstone has resigned his appointment of engineer to this society, the Committee do not feel it necessary to make any further comment on this painful subject; but I am to add that a communication to the same effect as the above has been made to the authorities at the Board of Trade; and it is of course within the province of the directors of the Tyne machine to make such further use of this letter as may appear to them desirable.

I am, &c.
(signed) *Geo. B. Seyfang*, Secretary.

Frank Carr, Esq., Newcastle-on-Tyne.

(7.)

Lloyd's Tyne Public Chain and
Anchor Testing Company (Limited), Low Walker,
near Newcastle-upon-Tyne,
9 July 1866.

Sir,

I HAVE laid your letter of the 3rd instant before the directors of this company, and am instructed by them to desire you to express to Lloyd's Committee their entire satisfaction with its contents.

I am, &c.
(signed) *Frank Carr*, Secretary.

Geo. B. Seyfang, Esq.,
Lloyd's Committee, London.

— No. 4. —

(W. 3400.)

The Secretary of Lloyd's Register to the Board of Trade.

Lloyd's Register of British and Foreign Shipping,
2, White Lion-court, Cornhill, E.C.,
20 July 1866.

Sir,

I DULY received your letter of the 6th instant, stating, in reply to mine of the 2nd instant, that the Board of Trade cannot for the reasons assigned return the coloured drawings of this Society's proving machine at Poplar, transmitted to the Board in May 1865, but will, if desired, furnish a plain tracing of each drawing; and in expressing my thanks for this offer, I beg to acquaint you that I have been in communication with Mr. Gladstone in regard thereto, and I shall feel obliged by your giving instructions for such tracings to be forwarded to me.

I am, &c.
(signed) pro *Geo. B. Seyfang*, Secretary,
R. Gillespie.

T. H. Farrer, Esq.,
Board of Trade.

— No. 5. —

(W. 3400.)

The Board of Trade to the Secretary of Lloyd's Register.

Sir, Board of Trade, Whitehall, 31 July 1866.

With reference to previous correspondence relative to the drawings of your testing machine at Poplar, I am directed by the Board of Trade to forward to you the accompanying plain tracings of the same, as requested in your letter of the 28th instant.

I am, &c.

The Secretary, Lloyd's Register, &c., (signed) *T. H. Farrer.*
White Lion-court, Cornhill.

— No. 6. —

(W. 3544.)

The Secretary of Lloyd's Register to the Board of Trade.

Lloyd's Register of British and Foreign Shipping,
2, White Lion-court, Cornhill, E.C.,

Sir, 1 August 1866.

I beg to acknowledge the receipt of your letter of the 31st ultimo, with tracings of the Society's testing machines at Poplar, and to thank you for this attention to my wishes in regard thereto.

I am, &c.

T. H. Farrer, Esq. (signed) *Geo. B. Seyfang,*
Board of Trade, Whitehall, S.W. Secretary.

— No. 7. —

(W. 3627.)

Mr. *G. H. Payne* to the Board of Trade.

8, Cullum-street, Fenchurch-street, London,

Sir, 8 August 1866.

I beg to call your attention to the testing of anchors and chains in the Tyne; my new ship the "Loch Awe" was supplied with anchors and chains manufactured by Messrs. W. Shield & Co. of Newcastle, and I hold the certificate that the anchors were duly tested, and dated the 4th of May; the anchors were never used until the ship arrived at Archangel, when one was let go and it immediately broke the whole of the fluke and half the stock, the ship being nearly lost thereby. I think there must be very great neglect somewhere, and I trust you will have the matter looked into.

Yours, &c.

To the Secretary of the (signed) *G. H. Payne.*
Board of Trade, Marine Department.

— No. 8. —

(W. 3627.)

Board of Trade to Mr. *G. H. Payne.*

Sir, Board of Trade, Whitehall, 14 August 1866.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 8th instant, relative to the breaking of a tested Anchor manufactured by Messrs. W. Shield & Co. of Newcastle, and purchased from them for your ship "Loch Awe."

In reply, I am to inform you that this Board have no power to interfere in the matter, as the only responsibility undertaken by the Board of Trade in connection with Anchors and Cables is that the testing machines shall be effective.

I am, &c.
(signed) *T. H. Farrer.*

G. H. Payne, Esq.,
8, Cullum-street, Fenchurch-street.

— No. 9. —

(W. 3627.)

Board of Trade to the Secretary of Lloyd's Tyne Public Chain and Anchor Company.

Board of Trade, Whitehall, 14 August 1866.

Sir,

I AM directed by the Board of Trade to forward to you the accompanying copy of a letter from Mr. G. H. Payne relative to the breaking of a tested Anchor manufactured by Messrs. W. Shield & Co. of Newcastle.

See No. 7.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Lloyd's Tyne Public Chain and Anchor Co.,
Newcastle-on-Tyne.

— No. 10. —

(W. 3709.)

Secretary of Lloyd's Tyne Public Chain and Anchor Company to the Board of Trade.

Office, Proving House, Low Walker,
near Newcastle-on-Tyne, 15 August 1866.

Sir,

I AM in receipt of your letter of yesterday's date (No. 3627 W.), and in reply, I beg to enclose the remarks of the Superintendent (Mr. Burrell) upon the statement of Mr. Payne as to his broken anchor.

I may say, in addition, that on reference to the Register for May 4th I find that the Company tested three anchors for Messrs. Shield & Co. (one of which must be the anchor in question), the result of which I hand you on the other side.* In none of the cases was the deflection excessive.

* See below.

I trust this explanation will prove satisfactory.

I am, &c.
(signed) *Frank Carr*, Secretary.

The Secretary, Board of Trade.

* ANCHOR CERTIFICATE.

			Inch.	Inch.		Inch.	Inch.
No. 3091	Strain deflection	-	$\frac{9}{16}$	$\frac{1}{2}$	Permanent deflection	$\frac{1}{16}$	–
3092	ditto	-	$\frac{1}{2}$	$\frac{1}{2}$	ditto		
3093	ditto	-	$\frac{5}{8}$	$\frac{5}{8}$	ditto	$\frac{1}{8}$	$\frac{1}{16}$

Enclosure in No. 10.

(W. 3709.)

Lloyd's Tyne Proving House, Low Walker-on-Tyne,
15 August 1866.

Dear Sir,

I BEG to inform you that the stocks of anchors are not tested by me, and with respect to the anchor mentioned in the letter from the Board of Trade, it is quite possible for the anchor to have struck a rock or other hard substance, thereby causing the fracture complained of.

I am, &c.
(signed) *Robert Burrell.*

Frank Carr, Esq.

— No. 11. —

(W. 3709.)

Board of Trade to Mr. *G. H. Payne.*

Board of Trade, Whitehall, 24 August 1866.

Sir,

With reference to previous correspondence relative to the breaking of a tested anchor belonging to your ship "Loch Awe," I am directed by the Board of Trade to forward to you the accompanying copy of a letter from the Secretary to the Tyne Testing Company, together with a copy of a minute of Mr. Galloway, Board of Trade Surveyor, on the subject.

See No. 10.

I am, &c.

(signed) *T. H. Farrer.*

G. H. Payne, Esq., 8, Cullum-street,
Fenchurch-street.

Enclosure in No. 11.

Minute of Mr. *Galloway.*

18 August 1866.

If the marks on the broken anchor correspond with the certificate held by Mr. Payne, it is certain the anchor was tested to the Admiralty proof; if this is the case, I think it must be the anchor, No. 3,092, mentioned in Mr. Carr's letter as without permanent deflection. I am of opinion that the breakage was caused, not by testing, but by the quality of the iron, and falling suddenly on a hard bottom or rock. It is the practice with some manufacturers to use a very common description of iron, the quality being just good enough to stand the proof, which is applied gradually, but should the anchor receive a sudden shock by falling on a hard substance, it may break, although the force of contact is less than the proof strain.

In Russia, the practice used to be to let anchors fall a given height on a hard bed, as a test of the quality of the iron.

(signed) *R. Galloway.*

— No. 12. —

(W. 3709.)

Mr. *G. H. Payne* to the Board of Trade.

8, Cullum-street, Fenchurch-street, London, E. C.,
25 August 1866.

Sir,

I beg to acknowledge receipt of your letter of yesterday, with enclosures for which I beg to thank you.

Yours, &c.

The Secretary, Board of Trade,
Whitehall.

(signed) *G. H. Payne.*

— No. 13. —

(W. 4102.)

Messrs. *J. T. Stewart & Co.* to the Board of Trade.

Clyde Forge, off Park-street, Kinning Park,
Town Office, 27 Union-street, Glasgow,
19 September 1866.

Sir,

Will you be kind enough to inform us if your Act requires mooring, kedge, and stream anchors to be tested? also, if anchors shipped to countries not of Her Majesty's dominions require to be tested; for example, anchors shipped to be sold in Italy.

Yours, &c.

The Secretary of the
Board of Trade.

(signed) *James T. Stewart & Co.*

— No. 14. —

(W. 4102.)

Board of Trade to Messrs. *J. T. Stewart & Co.*

Board of Trade, Whitehall,
24 September 1866.

Gentlemen,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 19th instant asking whether the Chain Cables and Anchors Act, 1864, requires that mooring, kedge, and stream anchors, also anchors supplied to foreign countries, should be tested.

In reply, I beg to refer you to Section 11 of the Act referred to (a copy of which is enclosed) and to inform you that the Act does not contain any exemption in favour of any class or description of anchor above 168 lbs., or of any cable supplied for the use of any vessel.

I am, &c.
(signed) *W. D. Fane.*

Messrs. J. T. Stewart & Co.,
27, Union-street, Glasgow.

— No. 15. —

(W. 4206.)

Messrs. *J. T. Stewart, & Co.* to the Board of Trade.

Clyde Forge, off Park-street, Kinning Park,
Town Office, 27 Union-street, Glasgow,
27 September 1866.

Sir,

WE have to thank you for yours (4102 W.) of 24th instant, with copy of Chain and Anchors Act of 1864 enclosed.

From the Act we observe you take no recognition of mooring, kedge, and stream anchors, nor do you give a scale of proof for such anchors, which from their formation or shape are not made to stand the same strain as what is termed in the trade, anchors. Such anchors are not required by Lloyd's to be tested, and we are of opinion that your Act does not require it either. Further, your Act is also silent about any anchor or cables shipped as cargo to be sold, or rather re-sold, in foreign countries, and are of opinion that your Act does not interfere with any anchor or chains to be sold in countries not of Her Majesty's dominions. Will you therefore please to inform us if we sell mooring, kedge, and stream anchor above 168 lbs. untested, or anchor and chains untested for to be re-sold in foreign countries, if we are liable to be fined.

Yours, &c.
(signed) *James T. Stewart & Co.*

The Secretary,
Board of Trade, Whitehall, S.W.

— No. 16. —

(W. 4206.)

Board of Trade to Messrs. *J. T. Stewart & Co.*

Board of Trade, Whitehall,
2 October 1866.

Gentlemen,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 27th ultimo, and to inform you that the Act makes no distinction between anchors and cables supplied for exportation and those supplied for use in this country.

On the points raised in your letter, it would be well to consult your legal adviser.

I am, &c.
(signed) *W. D. Fane.*

Messrs. J. T. Stewart & Co.
27, Union-street, Glasgow.

— No. 17 —

(W. 5649.)

Board of Trade to Messrs. *Wood* Brothers.

Board of Trade, Whitehall,
21 December 1866.

Gentlemen,

I AM directed by the Board of Trade to call your attention to the fact that the licenses for your proving machinery, Nos. 20 and 21, expired on the 13th instant, and have not been renewed. The machines are therefore at the present moment unlicensed.

And I am to state that any certificates of public proof issued after a license has expired are illegal, and that the testing of anchors and cables and the issue of such certificates subjects the owners of the establishment to the penalties named in Sections 11 and 12 in the Act.

The Board of Trade wish to be informed at an early moment whether you intend to apply for a renewal of your license.

I am, &c.
(signed) *T. H. Farrer.*

Messrs. Wood Brothers,
Dee Iron Works, Saltney, near Chester.

— No. 18. —

(W. 5649.)

Board of Trade to the Secretary of Lloyd's Cambrian Chain and Anchor Testing Company.

Board of Trade, Whitehall,
21 December 1866.

Sir,

I AM directed by the Board of Trade to call your attention to the fact that the license for your proving machinery No. 22 expired on the 8th instant, and has not been renewed. The machine is therefore at the present moment unlicensed.

And I am to state that any certificates of public proof issued after a license has expired are illegal, and that the testing of anchors and cables and the issue of such certificates subjects the owners of the establishment to the penalties named in Sections 11 and 12 in the Act.

The Board of Trade wish to be informed at an early moment whether you intend to apply for a renewal of your license.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Lloyd's Cambrian Chain and Anchor Testing Company (Limited),
21, Corn Exchange Chambers, Chester.

— No. 19. —

(W. 5649).

Board of Trade to the Secretary of Lloyd's Register.

Board of Trade, Whitehall,
21 December 1866.

Sir,

I AM directed by the Board of Trade to enclose copies of letters addressed to the Proving Establishments named in the margin, on the subject of the licenses for their proving machines.

Messrs. Wood & Brothers, Lloyd's Cambrian Chain and Anchor Co. (Limited).

I am, &c.
(signed) *T. H. Farrer.*

The Secretary, Lloyd's Register,
White Lion-court, E.C.

— No 20. —

(M. 292.)

The Secretary to the Mersey Dock and Harbour Board to the Board of Trade.

Secretary's Office, Liverpool,
10 January 1867.

Sir,

I AM instructed by the Mersey Docks and Harbour Board, to hand you the accompanying copy of a correspondence with Lloyd's Register of British and Foreign Shipping, relative to the testing of chain cables, &c.

I am, &c.
(signed) *John Harrison*,
Secretary.

The Secretary, Board of Trade,
Whitehall, London, S.W.

Enclosure 1, in No. 20.

Lloyd's Register of British and Foreign Shipping,
2, White Lion Court, Cornhill, E.C.,
2 November 1866.

Sir,

THE attention of the committee of this society has for some time past been directed to the consideration of the question, as to the steps most desirable to be taken with a view to secure a better quality of iron being used in the manufacture of chain cables than is at present in too many cases employed for the purpose.

And it having been suggestsd that the most practicable course to attain this object would be for the committee of this society to make it imperative that in all cases, a portion of the chains (say 12 links) should be proved to the breaking strain; I am directed to request that you will move the Mersey Docks and Harbour Board to give this important matter their consideration, and furnish me with their views on the foregoing proposition; and also as to the margin of strength beyond the Admiralty strain which, in their judgment, it is desirable every chain should possess.

I am, &c.
(signed) *Geo. B. Seafang*,
Secretary.

J. Harrison, Esq.,
Mersey Dock Estate Office,
Liverpool.

Enclosure 2, in No. 20.

LETTER from the Secretary of the Mersey Docks and Harbour Board, to the Secretary of Lloyd's Register of British and Foreign Shipping.

10 January 1867.

IN answer to your letter of the 2nd November last, as to the testing of chain cables, and suggesting that, with a view to securing a better quality of iron in their manufacture than is now used, a portion of each chain (say 12 links) should be proved to the breaking strain; also as to the margin of strength beyond the Admiralty strain which, in the judgment of the Mersey Docks and Harbour Board, it is desirable every chain should possess; I am instructed by the Mersey Board to forward to you a copy of the dock engineer's report on the subject, and to state that in the opinion of this Board it is very objectionable that Government licenses should be granted for testing machines to any but public bodies, who have no interest in the manufacture of iron or chains.

Enclosure 3, in No. 20.

COPY of the REPORT of the Dock Engineer referred to in the Letter to the Secretary of Lloyd's Register of British and Foreign Shipping of the 10th January 1867.

WITH reference to the letter from Mr. G. B. Seyfang, Secretary of Lloyd's Register of British and Foreign Shipping, on the subject of testing chain cables, and suggesting that, with a view to securing a better quality of iron in their manufacture than is now used, a portion of each chain (say 12 links) should be proved to the breaking strain, and requesting the Mersey Board to furnish him with their views thereon; also as to the margin of strength beyond the Admiralty strain which, in their judgment, it is desirable any chain should possess.

Before entering on the consideration of the proposal, I would remind your committee that, at present, all chains in use for shipping are required by Act of Parliament to be tested at a public machine, to what is known as the Admiralty proof, which is a tensile or drawing out strain of nine tons per circular inch, or 18 tons for a stud link formed of one inch round iron.

The

The accepted tensile strain for bar iron of good quality is about 17 tons per circular inch, so that the Admiralty proof approximates to 50 per cent. of the breaking strain of bar iron.

It will be evident that the proposal to test 12 links to breaking strain, out of every cable, will not afford a correct proof of the strength of the whole, because it must be borne in mind that varieties of work must necessarily exist in a hand-made chain, and that different qualities of iron are sometimes used in its composition; and instances are known where nine out of ten 15-fathom lengths of a cable have stood the proof strain, and the tenth, after several breakages, has been condemned.

Again, the 12 link proof in most cases would resolve itself into a proof of the quality of the manufacture, and not of the iron. In all chains the strength of the weakest part must be accepted as the strength of the whole; and whether the weakness be attributable to the manufacture or the material is but of little moment, as the result, without reference to the cause, is the sole point for consideration. Breakages, in a multitude of cases, occur in the weld of a link; and even in pieces of chain made for the express purpose of experiment, it is difficult to arrive at the precise strength of the iron, owing to the weld being usually the first part to give way.

At present it appears to me competent for the purchasers of chains to stipulate with manufacturers that any strain they may see fit to adopt above the Admiralty proof, and within the ultimate breaking strain be applied, or they may require that any 12 or more links shall be selected to which the breaking strain must be applied; either of these requirements, if generally adopted, would go far to remedy the evils of bad workmanship or inferior iron. On the first point, however, I would suggest that the solicitor be consulted, as it is possible the legal reading of Section 7 of the Act may be differently construed.

Before I am able to come to any conclusion as to recommending the Board to accept the imperative 12-link test as suggested, I should like, with the assistance of some competent and independent party, say, a first-class chain-making firm, to make a short trial of its practical working, which, as far as the works of the Board at Birkenhead are concerned, there will be no difficulty in carrying out, as the machine expressly devoted for experiments will shortly be completed, and is admirably adapted for the purpose in question.

As regards the sufficiency of the Admiralty proof strain, I am of opinion that it is high enough for its purpose, and that it could not be increased without having a tendency to weaken both the work and the iron.

(signed) *George Fosbery Lyster.*

— No. 21. —

Report of Mr. *Galloway.*

(M. 292.)

Chester, 15 January 1867.

In the suggestion made by Lloyd's Committee to prove the breaking strength of chain cables by selecting 12 links, and subjecting them to that test, I beg to point out that it involves two questions, viz., material and workmanship.

The question of workmanship I believe to be fully met by the Admiralty proof and a careful examination afterwards.

The question of material requires very serious consideration, because if we accept the tensile strength at 18 tons per circular inch, and the Admiralty proof is nine tons per circular inch, the limit of elasticity is far exceeded, and when this happens a permanent injury is done to the cable: for example, a two-inch chain should be tested, according to the Admiralty proof, to 72 tons; a link may break at 68 tons; it is repaired; the chain is again subjected to the test and breaks at another link at 60 tons. A similar case occurred under my inspection; a chain had been tested to 120 tons to prove a machine; it was again used, and broke at 85 tons.

Therefore, if the limit of elasticity is exceeded, the proof does an injury.

The best plan, in my opinion, to arrive at what the proof strain should be, would be to make a series of experiments on the elasticity of cable iron of good quality, and compare this with the breaking strength of the same iron; say the figures stood thus—1 to 33, or limit of elasticity equal to one-third of the breaking strength. Then in testing a chain cable, three links might be used for the purpose of proving the strength of the iron, and one-third of this breaking strain to be taken as the proof test, thus: The Admiralty proof for a two-inch cable is 72 tons, the breaking strength should be 216 tons; but if the breaking strength gave only 165·375 tons, then the proof-test would be 55·125 tons (Not 12.)

tons only, or equal to a 1¾-inch cable, and should be passed for that sized cable, and not for the purposes of a two-inch cable, as intended by the manufacturer.

I am further of opinion, that the Admiralty proof is too high a standard for the quality of cable iron now in use: the business of a cable manufacturer being a question of competition as regards price, he uses iron of such quality as will just stand the Admiralty test, but would break if the load were increased 10 per cent.

The Admiralty proof was proportioned to a quality of iron far superior to that in use at the present time for commercial purposes.

My suggestion therefore is, first prove the breaking strength of a cable; then proportion the proof, not to exceed the limit of elasticity (whatever it may come out by experiment), say one-third of the breaking strain; then for a two-inch cable to carry the Admiralty proof the iron must be equal to 27 tons per circular inch; this would effectually stop the use of inferior iron; but to render it still more effectual the manufacturer should not be allowed to test and pass his own work.

(signed) *R. Galloway.*

— No. 22. —

(M. 292.)

Board of Trade to the Secretary to the Mersey Dock and Harbour Board.

Board of Trade, Whitehall,
31 January 1867.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 10th instant, transmitting a copy of correspondence which has taken place between the Committee of Lloyd's Register and the Mersey Dock and Harbour Board, with reference to the testing of chain cables, &c.; and in reply, I am to transmit to you the accompanying copy of a report which has been drawn up by Mr. Galloway.

See No. 20.

See No. 21.

In so doing, I am further to state that the Board of Trade can do nothing under the Act beyond merely seeing that a machine, when they license it, can exert a certain strain, if honestly applied, and that, however necessary it may appear to be, they cannot under the Act require that the proof strain in any case shall bear a certain proper proportion to the breaking strain of the iron of which a chain is composed.

Chains made of good iron, and chains made of bad iron, must, so long as the Act remains unaltered, be subjected to a like strain by way of proof.

The Committee of Lloyd's Register, may however, perhaps think it advisable to issue some regulations on the subject of the breaking strain, so far as the cables of ships classed by them are concerned, and the Board of Trade have for this reason forwarded to them a copy of Mr. Galloway's report and of this present letter.

I am, &c.
(signed) *Thomas Gray.*

The Secretary, Mersey Docks and
Harbour Board, Liverpool.

— No. 23. —

(M. 292.)

Board of Trade to the Secretary of Lloyd's Register.

Board of Trade, Whitehall,
31 January 1867.

Sir,

WITH reference to the correspondence which has taken place between the Committee for managing the affairs of Lloyd's and the Mersey Dock and Harbour

Harbour Board with regard to the testing of chain cables, &c., under the Anchors and Chain Cables Act, I am directed by the Board of Trade to transmit to you, for the information of the Committee, the accompanying copy of a letter which the Board of Trade have this day addressed to the Mersey Dock Board, by whom the correspondence was forwarded to this Board.

See No. 22.

I am also to enclose a copy of a report which has been drawn up at their request by Mr. R. Galloway on the subject.

See No. 21.

I am, &c.

The Secretary, Lloyd's. (signed) *Thomas Gray.*

— No. 24. —

(M. 921.)

The Secretary of Lloyd's Register to the Board of Trade.

Lloyd's Register of British and Foreign Shipping,
2, White Lion-court, Cornhill, E.C.,
1 February 1867.

Sir,

I AM directed to acknowledge the receipt of your letter, dated the 31st ultimo, transmitting, for the information of the Committee of this Society, copy of a letter of the same date, which the Board of Trade have addressed to the Mersey Dock and Harbour Board, in relation to the proving of chain cables, &c.; also copy of a very interesting report on the subject, which has been drawn up by Mr. R. Galloway, the Board of Trade Inspector;

And I am to express the thanks of the Committee for this mark of attention.

I am, &c.

Thomas Gray, Esq.
&c. &c. &c.,
Board of Trade, Whitehall.

(signed) *Geo. B. Seyfang,*
Secretary.

— No. 25. —

(M. 374.)

Mr. *T. M. Gladstone* to the Board of Trade.

York Chambers, Adelphi, W.C.,
14 January 1867.

Sir,

IT has recently been brought under my notice that, since my resigning my office of consulting engineer to Lloyd's Committee of Registry for Shipping, some correspondence has passed between them and the Board of Trade, wherein matter affecting me has been introduced. In the absence of precise information, I think it due to myself to send you, for the information of their Lordships, a copy of the testimonial given to me by Lloyd's Committee.

While I believe a great injustice has been done to me by the course taken, I am content to abide by this testimony, endorsed by the verdict of Messrs. Bidder, Hawksley, & Clarke, after a searching and close examination of the whole question.

I regret that as to the Newcastle Proving House, I did not see personally its correction, having relied on Lloyd's own superintendent, and, whatever he states to the contrary, it is impossible that he could have worked a machine 26 per cent. in error for months, unless totally disqualified for his office.

Unfortunately my report to Lloyd's Committee on that machine has never been produced (though repeatedly asked for by me), though a document which would have explained all the facts.

I do not, however, desire to reopen this painful matter, while I believe a good answer can be given to all the subsequent points in controversy.

Seeing that Lloyd's Committee had decided to defer to the Board of Trade, they no longer required an engineer; hence my resignation, as well as from the annoyance of endless trials, though acquitted by the proofs, by Messrs. Maudsley, Sons, & Field, and subsequently by the examination of the three eminent engineers already named.

I have, &c.

T. H. Farrer, Esq., Secretary, Board of Trade, Whitehall.

(signed) *Thos. M. Gladstone.*

Enclosure in No. 25.

Lloyd's Register of British and Foreign Shipping,
2, White Lion-court, Cornhill, E.C.,
28 June 1866.

Sir,

In compliance with your request to the Committee, and in accordance with their instructions, I hereby certify, that during the time you have acted as their engineer (upwards of four years), they have had ample opportunities of judging of your abilities as an engineer, and they have no hesitation in endorsing the opinion expressed by Messrs. Bidder, Hawksley, & Clarke, that credit is due to you, not only as regards the accuracy and completeness of the machine erected for them at Poplar under your supervision and direction, but also as respects the practical ability and ingenuity displayed by you in the appliances you have devised for performing the various operations with economy and dispatch, incident to the testing of massive cables and anchors, and in the general arrangement of the establishment.

I am, &c.

Thomas M. Gladstone, Esq. London.

(signed) *Geo. B. Seyfang,* Secretary.

— No. 26. —

(M. 374.)

Board of Trade to the Secretary of Lloyd's Register.

Sir,

Board of Trade, Whitehall, 19 January 1867.

With reference to your letter of the 28th June 1866, closing the correspondence which had taken place between this Board and the Committee for managing the affairs of Lloyd's on the subject of testing establishments, but more especially to that portion of it which states that "they have found that the letters and calculations respecting the machine at Low Walker have been improperly and unjustifiably altered by Mr. Gladstone, the society's engineer; but as this gentleman has resigned his appointment, the Committee do not feel it necessary to make any further comment on this painful subject, beyond remarking that the statement in Messrs. Bidder, Clarke, and Hawksley's Report (page 24), that the error in the weights of the Tyne machine had been detected by the society's engineer before it had been observed by the engineer of the Board of Trade, but that the necessary alterations directed by the former had not been carried into effect by the persons in charge, was made by those gentlemen under a misapprehension of the real facts of the case,"—I am directed by the Board of Trade to transmit the accompanying copy of a letter which has been addressed to them by that gentleman, inclosing a certificate purporting to have been granted to him by the Committee of Lloyd's Register, and I am to state that this Board will esteem it a favour if the Committee will inform them whether the very complimentary and flattering certificate referred to was really issued by the Committee, as would appear to be the case, on the very day that they wrote to this Board to the effect that "Mr. Gladstone had improperly and unjustifiably altered the letters and calculations respecting the machine at "Low Walker," and that there was no necessity for the Committee to remark on this "painful subject," as Mr. Gladstone had "resigned his appointment."

See Sub-Inclosure No. 2, in No 3.

See No. 25.

I am, &c.

The Secretary, Lloyd's.

(signed) *W. D. Fane.*

— No. 27. —

(M. 723.)

The Secretary of Lloyd's Register to the Board of Trade.

Lloyd's Register of British and Foreign Shipping,
2, White Lion-court, Cornhill, E.C.,
26 January 1867.

Sir,

I AM directed to acknowledge the receipt of your letter of the 19th instant with its enclosures; and with reference to your inquiry whether the certificate in favour of Mr. T. M. Gladstone (of which you transmit a copy) was really issued by the Committee of this society, to acquaint you that it was issued by order of the Committee on the date it bears.

It will be observed that this document, which bears testimony only to Mr. Gladstone's as an engineer, is couched in the terms of Messrs. Bidder, Hawksley, and Clarke, gentlemen perfectly qualified to form a correct judgment on the subject; and as the Committee had not, and indeed have not now, any reason to doubt the accuracy of the opinion they express, they felt that they had no right to withhold their testimony from Mr. Gladstone.

The Committee, however, deem it right now to add that Mr. Gladstone's proceedings in respect to the letters and calculations in regard to the machine at Low Walker, adverted to in my letter to Mr. Farrer, dated the 28th June last, rendered imperative his resignation of the appointment he held in this society.

I am, &c.
(signed) *Geo. B. Seyfang*,
Secretary.

W. D. Fane, Esq.
Board of Trade, Whitehall, S.W.

— No. 28. —

(M. 723.)

Board of Trade to Mr. *T. M. Gladstone*.

Board of Trade, Whitehall, 2 February 1867.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 14th instant, transmitting, with reference to previous communications, a copy of a testimonial issued to you by the Committee of Lloyd's Register. In reply, I am to forward, for your information, the accompanying copy of a correspondence which has taken place between this Board and the Committee upon the subject.

See Nos. 26 and 27.

I am at the same time to state that, under all the circumstances, the Board of Trade think it right to decline to hold any further communication with you in the matter.

I am, &c.
(signed) *Thomas Gray*.

Thos. M. Gladstone, Esq.,
York Chambers, Adelphi.

— No. 29. —

(M. 1001.)

Mr. *T. M. Gladstone* to the Board of Trade.

York Chambers, Adelphi, W. C.,
4 February 1867.

Sir,

I HAVE received a letter from Mr. Gray, dated the 2nd instant, on the subject of my late relations with Lloyd's Committee of Registry, which I beg to acknowledge; and while closing this correspondence, I feel bound to remark, that the mind of that Committee, in my humble judgment, became warped through the calumnious and baseless reports to the Board of Trade, made, from time to time,

time, by Messrs. Galloway and Gray, which reports, had they not been privileged communications, would, most likely, have formed subject-matter in a court of justice, and which may yet be considered before a Parliamentary inquiry on Public Machines for testing Anchors and Chains.

I have, &c.

T. H. Farrer, Esq.,
Secretary Board of Trade.

(signed) *Thos. M. Gladstone.*

— No. 30. —

(M. 1232.)

Messrs. *Lamport* & *Holt* to the Board of Trade.

Sir, Liverpool, 11 February 1867.

We venture to take the liberty of calling your attention to the unreliable character of certificates of the testing of chains and anchors given under the provisions of the Act of Parliament.

Confining ourselves to our own experience, and beginning with the month of November 1865, no less than seven cases have occurred of the breaking of new and duly certificated chain cables in use on board steam vessels of which we are owners.

In all these cases the certificates were such as would comply with the requirements of the Board of Trade surveyors.

The latest of these cases, that of the screw steamer "Donati," which happened in the River Mersey on the 8th instant, affords means for minute inquiry into the circumstances, in the event of your considering the subject sufficiently important for such an investigation.

This steamer was supplied with two cables, 150 fathoms each, of $1\frac{9}{16}$-inch chain. A copy of the testing certificate is enclosed herein.

Both cables broke, successively, almost immediately after the anchors were dropped, and while there was but little strain upon them.

One of the cables had never been used before; the other had been used only once before.

We may be forgiven for adding that so many cases of broken chains had not occurred to us in our previous 20 years' experience as shipowners.

We are, &c.

The Secretary,
Marine Department.

(signed) *Lamport & Holt.*

Enclosure in No. 30.

(2838.)

(Form of Certificate.)

Staffordshire Public Chain and Anchor Testing Company (Limited), Licensed by the Board of Trade, No. 5, 1866; S. P. T. Co., Tipton.

(2504.) B. T.

Length of Link, $9\frac{5}{8}$ inches.
Breadth of Link, $5\frac{1}{2}$ „
Mark O.—S.P.T. Co. T.

Makers, Tinsley, Wright, & Co.

This is to certify, that a stud-linked chain cable $1\frac{9}{16}$ inch diameter, 300 fathoms in length, with shackles complete, and weighing 19 tons 12 cwt. 2 qrs. 23 lbs., has been proved at this machine and found capable of sustaining a degree of tension equal to 44 tons, being the Admiralty test.

Number stamped on the end link of each chain.

(signed) *Samuel Tregenna,*
Superintendent appointed by the Committee of Lloyd's Register of British and Foreign Shipping.

"Lloyd's" Tipton Proving House,
21 September 1866.

— No. 31. —

(M. 1232.)

The Board of Trade to Messrs. *Lamport & Holt.*

Board of Trade, Whitehall,
21 February 1867.

Gentlemen,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 11th instant, calling attention to the unreliable character of the certificate of the testing of chains and anchors given under the provisions of the present Act, and stating that seven cases have occurred of the breaking of new and duly certificated chain cables, in use on board steam vessels of which you are owners.

In reply, I am to inform you that this Board are desirous of being furnished with the names of the makers as well as the testers of the seven cables referred to.

I am, &c.
(signed) *Thomas Gray.*

Messrs. Lamport & Holt,
Shipowners, Liverpool.

— No. 32. —

(M. 1873.)

Messrs. *Lamport* & *Holt* to the Board of Trade.

Sir,

Liverpool, 4 March 1867.

WITH reference to our letter of 11th ultimo, and in answer to your letters of 21st ultimo and 2nd nstant (M. 1232 and 1735), we beg to supply the following information with respect to the breaking of new and duly certificated chain cables.

(1.) Steamer "Halley," while lying in the Scheldt.

(2.) Steamer "Halley," while lying at Monte Video; supplied by Messrs. Shields, Hood, & Co. of Newcastle-on-Tyne; tested by Lloyd's Tyne Public Chain and Anchor Testing Company (Limited).

(3.) Steamer "Cassini," while lying at Lisbon; supplied by Messrs. Tinsley, Wright, & Co., Tipton; tested by Staffordshire Public Chain and Anchor Testing Company (Limited).

(4.) Steamer "Humboldt," while lying at Gibraltar.

(5.) Steamer "Humboldt," while lying at Buenos Ayres.

(6.) Steamer "Humboldt," while lying at Lisbon; supplied by Messrs. Wm. Shields & Co., Newcastle-on-Tyne; tested by Lloyd's Tyne Public Chain and Anchor Company (Limited).

(7.) Steamer "Donati," while lying in the Mersey.

(8.) Steamer "Donati," while lying in the Mersey; as mentioned in our letter of 11th ultimo, these chains were supplied by Messrs. Tinsley, Wright, & Co., of Tipton, and tested by the Staffordshire Public Chain and Anchor Testing Company (Limited).

Since we addressed you on this subject, we have to complain of another similar case, that of our steamer "Ironsides," just arrived here from Pernambuco, in the harbour of which last-named port, her cable parted. We are not, however, at the moment able to do more than state the fact.

We are, &c.
(signed) *Lamport* & *Holt.*

The Assistant Secretary,
Marine Department,
Board of Trade.

— No. 33. —

(M. 1873.)

Board of Trade to Messrs. *Lamport* & *Holt*.

Board of Trade, Whitehall,
12 March 1867.

Gentlemen,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 4th instant, giving additional information with regard to certain new and duly certificated chain cables which have parted on being used.

I am now to inform you that the Board of Trade cannot in any way assist you under the Act.

The correspondence has been moved for and will be presented to Parliament, and this may perhaps assist in bringing the subject under consideration.

The powers of the Board of Trade end when they issue their license to the effect that a machine which has been inspected is, if properly used, capable of exerting the tensile strain required by the Act, viz., the Admiralty test. They have no power to see or to guarantee that any machine they may license, is or will be carefully and properly used after it is licensed, or that cables for which certificates of proof are given by testers are properly tested, or are, indeed, tested at all. Nor have they any power to direct that iron of which chain cables are made shall be of sufficiently good quality to ensure that the proof strain required by the Act shall bear a certain known and proper proportion to the ultimate breaking strength of the material.

These are matters that are and must be left to be arranged between the buyer, the seller, and the tester.

I am, &c.
(signed) *Thomas Gray.*

Messrs. Lamport & Holt,
Shipowners, Liverpool.

— No. 34. —

(M. 1866.)

Mr. *H. Huisinga* to the Board of Trade.

Gentlemen,

Groningen, 1 March 1867.

ENCLOSED I beg to hand certificate of the test of a short-link chain cable, on a chain cable testing machine called No. 7, licensed by the Board of Trade, and signed by the inspector, James Butterworth.

I received the same with the chain cable, (which is duly marked,) from Staffordshire, and intended to deliver it for the purpose of cable on board of a Dutch vessel, which is built and fitted out under surveyance of Lloyd's Universelle. The Expert of the Bureau Veritas declared, however, to decline to accept the said cable as tested on a licensed machine in England, as the machine and the inspector were both unknown to him.

I therefore beg to address me to you, and should feel very much obliged to receive, if possible by return of post, your reply, whether the said testing machine is really consisting or not, and whether the Expert of Bureau Veritas has a right to refuse chain cables tested on this machine.

Soliciting the favour of your respected answer,

I am, &c.
(signed) *H. Huisinga,*
Chain Cable and Iron Merchant.

To the Secretary of the
Board of Trade, London.

Enclosure 1, in No. 34.

(Form of Certificate.)

No. 1,089.—LICENSED BY THE BOARD OF TRADE.

No. 7.—Chain Cable Testing Machine.

This is to certify that a ¾-inch short-link chain cable, 120 fathoms in length, has been tested for and that it has sustained a tension equal to 6¾ tons, Admiralty test, and been marked 7,65 No. 1089 **B.** **T.**

	Tons.	*cwts.*	*qrs.*	*lbs.*
Weight	1	14	2	18.

Date, 15 October 1866. (signed) *James Butterworth,* Inspector.

In accordance with Lloyd's requirements, 12 links of this chain have been tested to 10⅛ tons, which is the test for ¾ stud chain.

(signed) *James Butterworth,* Inspector.

Enclosure 2, in No. 34.

(Form of Certificate.)

Gateshead Public Chain and Anchor Testing Machine.

Licensed by the Board of Trade under "The Chain Cables and Anchors Act, 1864" (27 & 28 Vict. c. 27). Mark **B.** **T.** 1065 A.

Gateshead-on-Tyne, 21 August 1866.

This is to certify that the short-link chain cable, No. 966, has been proved at the above machine to Admiralty test, and has been subsequently examined, weighed, and marked **B.** **T.**, 1065 A., 966 at every five fathoms.

	Tons.	*cwts.*	*qrs.*	*lbs.*
Proof strain applied	6	5	0	0
Total length of chain	90 fathoms.			
Size of chain	11–16 inches.			
Weight	1	4	0	25

Maker's name, John Abbott & Co. (Limited).

Intended for

	Tons.	*cwts.*	*qrs.*	*lbs.*
15 tons of the above, tested to	8	10	0	0

(signed) *Joseph Hurst,* Inspector.

— No. 35. —

(M. 1866.)

Board of Trade to Mr. *H. Huisinga.*

Board of Trade, Whitehall,
13 March 1867.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 1st instant, transmitting two certificates with respect to certain cables tested by two English testing machines, and stating that the Expert of the Bureau Veritas had refused to accept the cables in question because the machines and the inspectors were alike unknown to him.

Herewith returned.

With respect to your query as to the existence of the machines in question, I am to inform you that they have both been licensed under the Act (of which a copy is enclosed) as being machines which, if properly used, are capable of exerting the strain known as the Admiralty Test.

As regards the forms of certificate enclosed, I am to state that the only inspector recognised under the Act is the inspector appointed by this Board, viz. Mr. Robert Galloway, Civil Engineer; and that the certificates purporting to be signed by an "Inspector" are not signed or in any way issued under the authority of this Board or their inspector.

Explanations have, however, been requested from the firms where the cables were tested, and the result of those explanations will be communicated to you when received.

Copies of the papers have also been forwarded to the Committee of Lloyd's Register.

I am, &c.

H. Huisinga, Esq., Groningen. (signed) *Thomas Gray.*

— No. 36. —

(M. 1866.)

Board of Trade to Messrs. *John Abbott & Co.*

Board of Trade, Whitehall,
13 March 1867.

Gentlemen,

I AM directed by the Board of Trade to transmit to you the accompanying copy of a certificate issued by your firm with respect to the testing of a cable which, as it appears from a letter addressed to this Board by Mr. Huisinga of Groningen, the Expert at the Bureau Veritas, has refused to accept upon the plea that the inspector referred to in the certificate, and the machine itself, were both unknown to him.

See Inclosure 2, in No. 34.

In so doing I am to remark, with regard to that certificate, that in the opinion of this Board the form appears to be very likely to mislead: it would, to persons who are not well acquainted with the case, convey the idea that it is a Board of Trade certificate, issued under the Anchor and Cable Act, and signed by an inspector, and as there can be only one inspector recognised under the Act, viz., the inspector appointed by this Board, it would naturally be supposed that the certificate was signed by him.

The Board would, therefore, be glad to receive any observations which you may desire to offer upon the subject.

I am, &c.

Messrs. John Abbott & Co. (signed) *Thomas Gray.*
Park Works, Gateshead-on-Tyne.

— No. 37. —

(M. 1866.)

Board of Trade to Messrs. *Bayliss, Jones, & Bayliss.*

Board of Trade, Whitehall,
13 March 1867.

Gentlemen,

I AM directed by the Board of Trade to transmit to you the accompanying copy of a letter addressed to this Board by Mr. H. Huisinga, of Groningen, with reference to the refusal of the Expert at the Bureau Veritas to accept the cable referred to in the accompanying copy of a certificate enclosed in his letter as tested by a licensed machine in England. *See No. 34.* *See Inclosure in No. 34.*

In so doing I am to remark, with regard to that certificate, that in the opinion of this Board the form appears to be very likely to mislead; it would, to persons who are not well acquainted with the case, convey the idea that it is a Board of Trade certificate, issued under the Anchor and Cable Act, and signed by an inspector, and as there can be only one inspector recognised under the Act, viz., the inspector appointed by this Board, it would naturally be supposed that the certificate was signed by him.

The Board would be glad to receive any observations which you may desire to offer in the matter.

I am, &c.
(signed) *Thomas Gray.*

Messrs. Bayliss, Jones, & Bayliss,
Wolverhampton Chain and Anchor
Testing Company.

— No. 38. —

(M. 1866.)

Board of Trade to the Secretary of Lloyd's Register.

Board of Trade, Whitehall,
13 March 1867.

Sir,

I AM directed by the Board of Trade to enclose copies of a correspondence respecting certain certificates of proof of chain cables purporting to be issued under the Anchors and Chain Cables Act, and signed by the inspector. *See Nos. 34, 35, &c.*

As the Board of Trade know nothing of the persons purporting to have signed these certificates, and as they have never authorised Mr. Galloway, who is the only inspector recognised by the Act, to sign these certificates, they will be glad to learn whether the Committee of Lloyd's Register can give any explanation of the case.

I am, &c.
(signed) *Thomas Gray.*

The Secretary, Lloyd's Register.

— No. 39. —

(M. 2226.)

The Secretary of Lloyd's Register to the Board of Trade.

Lloyd's Register of British and Foreign Shipping,
2, White Lion-court, Cornhill, E.C.
14 March 1867.

Sir,

I AM directed to acknowledge the receipt of your letter, dated 13th instant, enclosing copies of correspondence respecting certain certificates of proof of chain cables purporting to be issued under the Anchors and Chain Cables Act, and expressing a desire to be furnished with any explanation the Committee of this Society can give on the case.

It would appear from the correspondence that the certificates in question have been issued from the works of Messrs. Abbott & Co., of Gateshead; and Messrs. Bayliss, Jones, & Bayliss, of Wolverhampton, and that the proving machines of both these establishments have been duly licensed by the Board of Trade. So far, therefore, it would appear that the certificates are in accordance with the Chains and Anchors Act, which recognises as sufficient the proving of chains and anchors by the manufacturers.

You are, however, aware that the Committee of this Society have always been of opinion that the testing of chains and anchors, under the Act in question, by the parties who make them is most objectionable, and that they decline

to receive the certificates of the manufacturers as evidence of proof in the classing of ships in the Register Book, requiring in all cases that these articles shall be proved at public establishments under superintendents who are wholly independent of individual manufacturers.

I beg to enclose for your information, a list of such establishments which at present are recognised by the Committee.

I am, &c.

Thomas Gray, Esq., Board of Trade, Whitehall. (signed) *Geo. B. Seyfang*, Secretary.

Enclosure in No. 39.

(M. 2226.)

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ANCHORS AND CABLES.

WITH reference to the requirements of the Committee that "all anchors and chains supplied to ships claiming to be classed with the figure one in the Register Book of this Society, must be tested up to the Admiralty proof, at a machine under the control and superintendence of some responsible public body, so as to enable it to be recognised as a public machine."

Notice is hereby given, that the following chain and anchor testing machines have been approved and recognised by the Committee as public machines:—

London.—Lloyd's Chain and Anchor Proving House, Poplar; Superintendent, Mr. Lemuel R. Isitt.

Liverpool.—Mersey Docks and Harbour Board's Chain and Anchor Testing Machines; Superintendents, Mr. W. Macdonald and Mr. James Haslam.

Tyne.—Lloyd's Tyne Public Chain and Anchor Proving House (at Low Walker); Superintendent, Mr. Robert Burrell.

Sunderland.—Sunderland Public Chain and Anchor Testing House, North Shore, Sunderland; Superintendent, Mr. John Thompson.

Wear Public Chain and Anchor Testing House, South Shore; Superintendent, Mr. W. J. Hartness.

Tipton.—Tipton Public Proving Machine, erected by the Staffordshire Public Chain and Anchor Testing Company (Limited); Superintendent, Mr. Samuel Tregenna.

Netherton.—Netherton Public Proving Machine, erected by the Staffordshire Public Chain and Anchor Testing Company (Limited); Superintendent, Mr. Matthew Kelly Reade.

Jersey.—Jersey Mutual Insurance Company's Machine; Superintendent, Mr. John McAllen.

Bristol.—Bristol Public Chain and Anchor Testing Machine (Marsh-street, Bristol); Superintendent, Mr. Thomas Brooks.

Chester.—Chester Public Proving Machine (at Saltney, near Chester), erected by the Cambrian Public Chain and Anchor Testing Company (Limited); Superintendent, Mr. Andrew S. Jack.

Glasgow.—The Glasgow Anchor and Chain Cable Testing House; Superintendent, Mr. William Taylor.

Cardiff.—Public Chain and Anchor Testing Machine, erected by the Trustees to the Marquis of Bute; Superintendent, Mr. Alexander Taylor.

By Order of the Committee,

2, White Lion-court, Cornhill, London, E.C., 16 October 1866. *George B. Seyfang*, Secretary.

Mem.—In cases where ships have been supplied with anchors and cables which have been tested at a public machine, the fact will be noted in the Register Book thus (A. & C. P.), signifying that the anchors and chains have been so proved.

— No. 40. —

(M. 2255.)

Messrs. *John Abbott* & *Co.* to the Board of Trade.

Park Works, Gateshead on Tyne,
15 March 1867.

Sir,

WE are in receipt of your favour of 13th instant, and note its contents. We can assure you that it is not our intention to issue a certificate to mislead any purchaser of chain of our manufacture. We expect that we fully act up to the requirements of your honourable Board. Previous to the passing of the Chain

See No. 36

Chain and Anchor Act, we had in our proving house a competent Inspector, to see that all chains made by our workmen were properly proved to Government proof, and each link carefully examined, in the same way as we used to supply to Her Majesty's Navy.

After having our test licensed as a public machine, we still continued to have an Inspector, to see that all chains proved are subject to Government proof and careful examination; that Inspector, up to the present time, has signed all certificates of proof of chains issued by us.

We would much rather that your honourable Board had appointed an Inspector to all chain works, to see the requirements of the Act carried out. What certificates we have seen of other manufacturers are very similar to our own.

We shall be glad to make any alteration you may suggest, but think it quite necessary that all certificates should be signed by an Inspector.

We supply cables to vessels classed in the Liverpool clubs of near 3,000 tons register, built by Messrs. Palmers, here; also to vessels insured in most all other clubs in this country; also France, Holland, Norway, Sweden, Denmark, Russia, Prussia, and Italy; and until the present have never had a complaint. We enclose one of our certificates, signed by our Inspector, and shall be glad to conform to any alteration you may order.

We have, &c.

(signed) For *John Abbott & Co.*, Limited.
G. Henderson.

The Assistant Secretary Marine Department,
Board of Trade, Whitehall.

P. S.—We beg to enclose one of Lloyd's List Certificates.

Enclosure 1, in No. 40.

(M. 2255.)

(Form of Certificate.)

LLOYD'S TYNE PUBLIC CHAIN AND ANCHOR TESTING COMPANY (LIMITED).

Licensed by the Board of Trade under "The Chain Cables and Anchors Act, 23rd June 1864," Anno 27 & 28 Vict. c. 27.

Fo. in Register (No. 2) 7.

B. ♔ T. 11·65 L. T. 1760. *

Proving House for Testing Chain Cables, Anchors, &c.

No. 1760.

Low Walker, Newcastle upon Tyne,
2 November 1866.

THIS is to certify that the chain cable, No. 1760, has been proved and marked at the above works according to section 7 of "The Chain Cables and Anchors Act, 23rd June 1864;" also under the authority of the Committee of Lloyd's Register of British and Foreign Shipping.

This is further to certify that the 15-16th inch short link chain cable described herein, has been proved at the above works to the Admiralty test, and has subsequently been examined, weighed, and marked "Lloyd's Tyne," A. 2-11-66.

Witness my hand,
Robert Burrell, Superintendent,
Proving House, Low Walker, Newcastle-upon-Tyne.
Frank Carr, Secretary,
Office, Low Walker, Newcastle-upon-Tyne.

Total length of chain, 70 fathoms.	Number of shackles, 4 joining, 1 end.	Length of link, 4¾ inches.
Size of short link chain, 15-16 inches.	Number of swivels.	Breadth of link, 3¼ inches.
Weight, including shackles and swivels, 35 cwts. 0 qrs. 19 lbs.	Proof strain applied, 10 tons, 10 cwts. 0 qrs. 0 lbs.	Mark, "Lloyd's Tyne," A. 2-11-66.

Makers' Name, Messrs. J. Abbott & Co. (Limited).

Intended for ship

Per Tons.

* The certificate bears three links of a chain at this place.

(The following Extract is printed in red ink at the back of the Certificate).

(EXTRACT from "LLOYD'S" REGULATIONS.)

CONDITIONS on which this Certificate is Issued.

SHOULD the chain described herein be lost or destroyed, this certificate is to be returned to the surveyors or to the superintendent of "Lloyd's Tyne Public Chain and Anchor Testing Company (Limited)," for the purpose of being cancelled. If the chain be impaired or otherwise altered, so as to destroy its identity with this certificate, the facts are to be reported either to the superintendent or one of the society's surveyors, in order that the certificate may be corrected accordingly.

EXTRACT from Table No. 22.

Tonnage	50	75	100	125	150	175	200	250	300	350	400	450	500	600	700	800	900	1,000	1,200	1,400	1,600	1,800	2,000	2,500	3,000
Minimum Sizes of Chains.	$\frac{11}{16}$	$\frac{12}{16}$	$\frac{13}{16}$	$\frac{14}{16}$	$\frac{15}{16}$	1	$1\frac{1}{16}$	$1\frac{2}{16}$	$1\frac{3}{16}$	$1\frac{4}{16}$	$1\frac{5}{16}$	$1\frac{6}{16}$	$1\frac{7}{16}$	$1\frac{8}{16}$	$1\frac{9}{16}$	$1\frac{10}{16}$	$1\frac{11}{16}$	$1\frac{12}{16}$	$1\frac{13}{16}$	$1\frac{14}{16}$	$1\frac{15}{16}$	2	$2\frac{1}{16}$	$2\frac{2}{16}$	$2\frac{4}{16}$
Admiralty Proof	$8\frac{1}{2}$	$10\frac{1}{10}$	$11\frac{9}{10}$	$13\frac{3}{4}$	$15\frac{3}{4}$	18	$20\frac{3}{10}$	$22\frac{3}{4}$	$25\frac{1}{2}$	$28\frac{1}{10}$	31	34	$37\frac{2}{10}$	$40\frac{1}{2}$	44	$47\frac{1}{2}$	$51\frac{2}{10}$	$55\frac{1}{16}$	$59\frac{1}{16}$	$63\frac{1}{4}$	$67\frac{1}{2}$	72	$76\frac{1}{2}$	$81\frac{3}{10}$	$91\frac{1}{10}$
Lengths required	120		150	180				210		240		270			300									330	360

2, White Lion Court, Cornhill,
12 June 1862.

Enclosure 2, in No. 40.

(Form of Certificate.)

(M. 2255.)

GATESHEAD PUBLIC CHAIN AND ANCHOR TESTING MACHINE.

Licensed by the Board of Trade under "The Chain Cables and Anchors Act, 1864," (27th and 28th Vict. c. 27).

Mark **B.** ♔ **T.** 10. 66. A.

Gateshead-on-Tyne, 186 .

This is to certify that the Chain Cable, No. has been proved at the above machine to Admiralty test, and has been subsequently, examined, weighed, and marked **B.** ♔ **T.** 10. 66. A. at every five fathoms.

	Tons.	*cwts.*	*qrs.*	*lbs.*	
Proof strain applied - - -					
Total length of chain - -					Fathoms.
Size of chain - - - -					Inches.
Weight - - - - -					

Maker's name Intended for

Joseph Hurst, Inspector.

— No. 41. —

(M. 2255.)

Board of Trade to Messrs. *John Abbott & Co.*

Board of Trade, Whitehall,
21 March 1867.

Gentlemen,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 15th instant on the subject of the certificates issued for chain cables and anchors tested at your proving establishment.

In reply, I am to inform you that the Board of Trade feel satisfied that it was not your intention to mislead the public by issuing, under the provisions of the Chain Cable and Anchor Act, certificates in the form you have done, and purporting to be signed by an inspector, an officer it now appears on whom you yourselves have conferred that title.

I am, however, to point out that as only one inspector can be recognised under the Act, and as that inspector is an officer of this Board, they object to the word "Inspector" appearing upon the certificate, unless it is accompanied by some words showing by whom he is appointed, *e. g.*, "Inspector appointed by Lloyds' Register," or "Inspector appointed by the Owners of the Establishment," &c. Without these words the title of "Inspector" appended to the signature inserted in certificates issued under the express provisions of the Anchor and Chain Cable Act must be taken as applying to an inspector appointed under that Act, and to no other person, and must mislead the public.

The Board of Trade desire me to say that (in accordance with the wish you have expressed to make any alterations they may suggest) they think it would be well to alter the word "Inspector" to the word "Superintendent," or failing this to add some few explanatory words after the word "Inspector," as indicated above.

I am, &c.
(signed) *Thomas Gray.*

Messrs. Abbott & Co.,
Park Works, Gateshead-on-Tyne.

— No. 42. —

(M. 2256.)

Messrs. *Bayliss, Jones & Bayliss* to the Board of Trade.

Victoria Works, Monmore Green. Wolverhampton,
15 March 1867.

Dear Sir,

WE duly received your favour (M. 1866), and, in reply, beg to say the chain in question was tested by us for Mr. H. P. Parkes, Tipton, before his machine was licensed.

From Mr. Huisinga's remarks we infer the chain was for a vessel classed at Lloyds. We are quite aware, and so is Mr. Parkes, that Lloyd's will not accept any cable unless proved at a public machine, where there is an inspector appointed by them, but Mr. Parkes wished us to prove 12 links of the chain to the stud proof, according to Lloyds' requirements, and to state we had done so on back of certificate, which we did.

We cannot agree with you that our form of certificate is likely to mislead. We do not see how it could be taken as a Board of Trade Certificate, when it is headed "Licensed by the Board of Trade." The certificate is certainly issued under the Chain Cable and Anchor Act as you have licensed our machine, and not having appointed an inspector we have had to appoint one ourselves, who sees that the proper strain is put on each chain. If our inspector were appointed by Lloyds, or the Board of Trade, we should state so on certificate.

We may here remark, even if it were a Board of Trade Certificate, the Expert at the Bureau Veritas would be quite right in refusing it as they have done ours, unless your inspector is appointed by Lloyds.

We are, &c.
(signed) *Bayliss, Jones & Bayliss.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 43. —

(M. 2256.)

Board of Trade to Messrs. *Bayliss, Jones & Bayliss.*

Board of Trade, Whitehall,
21 March 1867.

Gentlemen,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 15th instant on the subject of the certificates issued for chain cables and anchors tested at your proving establishment.

In reply, I am to inform you that the Board of Trade are glad to receive your assurance that it was not your intention to mislead the public by issuing certificates in the form you have done under the provisions of an Act of Parliament, and purporting to be signed by an "Inspector," an officer, it now appears, on whom you youselves have conferred that title.

I am, however, to point out that, as only one inspector can be recognised under the Act, and as that inspector is an officer of this Board, they object to the word "Inspector" appearing upon the certificate unless it is accompanied by some words showing by whom he is appointed, *e. g.*, "Inspector appointed by Lloyds' Register," or "Inspector appointed by the Owners of the Establishment," &c. Without these words the title of "Inspector" appended to the signature inserted in certificates issued under the express provisions of the Anchor and Chain Cable Act must be taken as applying to an "Inspector" appointed under that Act, and to no other person, and must mislead the public.

The Board of Trade desire me to say that they regret that your letter will probably compel them, in order to prevent mistakes, to direct their inspector not to visit your establishment for the purpose of renewing your license, or for any other purpose, unless and until the certificates of public proof issued by you under the Act are amended.

I am, &c.
(signed) *Thomas Gray.*

Messrs. Bayliss, Jones & Baylis
Victoria Works,
Monmore Green, Wolverhampton.

— No. 44. —

M. 2479.)

Messrs. *John Abbott & Co.* to the Board of Trade.

Park Works, Gateshead-on-Tyne,
22 March 1867.

Sir,

YOUR esteemed favour of yesterday is to hand, and note its contents. We will at once alter our certificate and insert "Superintendent" instead of "Inspector."

We are, &c.
For *John Abbott & Co.* (Limited),
Geo. Henderson.

(signed)

The Assistant Secretary,
Marine Department, Board of Trade,
Whitehall.

— No. 45. —

(M. 2487.)

Messrs. *Bayliss, Jones & Bayliss*, to the Board of Trade.

Victoria Works, Woolverhampton,
22 March 1867.

Sir,

WE beg to acknowledge receipt of your communication (M. 2255), of the 21st instant, and have in reply to say that we shall be happy to carry out any suggestion, or conform to any instructions, that may emanate from your Board.

Herewith we enclose copies of our forms or certificates, and we wish to state that we studiously avoid any reference to ourselves, because the majority of our

our customers imperatively stipulate that our name shall not appear. Their reason for this is obvious; they hand our certificate to their clients, and doubtless they assume, and justly so too, that if our name appeared many of their clients would pass them in future orders, and buy from us direct; and so virtually our customers, by issuing certificates with our name thereon, would be advertising our name as manufacturers, at the expense of closing their own connection.

If you will permit us we would suggest that your Board do issue a form to be used by all parties obtaining a license; then certain manufacturers would not possess advantages over their competitors, which at present they decidedly do possess in this respect under existing arrangement.

We are, &c.
(signed) *Bayliss, Jones & Bayliss.*

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure 1, in No. 45.

(M. 2487.)

(Form of Certificate.)

LICENSED BY THE BOARD OF TRADE.

No.

No. 7.—Chain Cable and Anchor Testing Machine.

Wolverhampton 186 .

This is to certify that a anchor, weighing *cwt.* *qrs.* *lbs.*, has been proved at this machine, and sustained a tension equal to tons, being the Admiralty test, and has been marked No. 7 ⚓ B ♔ T.

	cwt.	*qrs.*	*lbs.*
Weight of anchor -	-		
Ditto stock -	-		
Total Weight -	-		

, Inspector.

Makers

Enclosure 2, in No. 45.

(M. 2487.)

(Form of Certificate.)

LICENSED BY THE BOARD OF TRADE.

No.

No 7.—Chain Cable Testing Machine.

This is to certify that a inch chain cable fathoms in length has been tested for , and that it has sustained a tension equal to tons, Admiralty test, and been marked 7 ⚓ No. B ♔ T.

Weight *tons.* *cwts.* *qrs.* *lbs.*

Date . (signed) , Inspector.

— No. 46. —

(M. 2487.)

Board of Trade to Messrs. *Bayliss, Jones* & *Bayliss.*

Board of Trade, Whitehall,
29 March 1867.

Gentlemen,

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 22nd instant, with reference to the certificates given by you with anchors and chain cables tested at your proving establishment, and suggesting that they should issue a form of certificate to be used by the proprietors of licensed machines.

In reply, I am to inform you that this Board decline to carry your suggestion into effect, and must leave it to you to make such an alteration in your form of certificate as may appear to you to be desirable under existing circumstances.

At the same time, I am again to point out to you that, as the only Inspector of Proving Machines recognised under "The Chain Cables and Anchors Act, 1864," is the officer appointed by the Board of Trade, this Board object to the word "Inspector" appearing in any certificate given with a tested anchor or cable.

To prevent mistakes (as stated in this Board's letter of the 12th instant), they have directed their Inspector not to visit your Works until the word objected to has been removed from your form of certificate.

This is the more necessary, since it now appears from the blank form of certificate that you have forwarded that the certificates you grant contain no mention whatever of the names, address, or qualification of the owner of the machine, nor do the certificates even show the address of the proving establishment. The words "Board of Trade" appear in prominent letters in the heading, and the word "Inspector" ends the certificate.

I am, &c.

Messrs. Bayliss, Jones & Bayliss, (signed) *Thomas Gray.*
Victoria Works, Wolverhampton.

— No. 47. —

(M. 2487.)

Board of Trade to Secretary of Lloyd's Register.

Sir, Board of Trade, 29 March 1867.

See Ante.

I AM directed by the Board of Trade, with reference to their letter of the 12th instant, to transmit to you, for the information of the Committee of Lloyd's Register, a copy of a further letter which they have written to Messrs. Bayliss, Jones & Bayliss, upon the subject of the form of certificate given by that firm with anchors and cables tested at their proving establishment.

I am, &c.

G. B. Seyfang, Esq., (signed) *Thomas Gray.*
Secretary, Lloyd's Register.

— No. 48. —

(244.—W. 4577.)

WRECK, &c. CIRCULAR, No. 16.

Board of Trade, March 1867.

INSTRUCTIONS in respect of Wrecks, Casualties, and Salvage.

As an Addition to Circular, No. 191.

IN selling wrecked anchors and chain cables delivered into the custody of Receivers under the provisions of "The Merchant Shipping Act, 1854," the Receivers should be careful not to act on the one hand in a manner likely to lead to evasion of "The Chain Cables and Anchors Act, 1864," or, on the other hand, in a manner likely to prejudice the interests of salvors and owners, by selling for the value of old iron those anchors and cables believed by the Receiver to be capable of standing the Admiralty proof.

In future, all unclaimed chain cables and anchors should be forwarded to the nearest or most convenient of the proving establishments named on the back hereof, instead of being sold by the Receiver of Wreck. They will be tested in the ordinary course of business. If they do not stand the test, they will be sold as old iron by the establishment to which they are sent, and the proving establishment will account to the Receiver for the proceeds, and the salvors will be paid salvage, &c., thereon as usual.

If they stand the test, then they can be sold in the market at their value as anchors and chains, with the proof certificates, and the salvors and all concerned will be benefited.

All

All expenses incurred in conveyance, proving, &c., should be deducted from the proceeds before salvage is paid.

In sending anchors and cables to any proving establishment, the Receiver should be careful to send a delivery note containing a description and statement of weight, size, and full particulars with each, in order that the testing establishments may keep each distinct from the other, and may account for them in such a manner as to enable the Receiver to keep the claims of each salvor distinct.

Thomas Gray, Assistant Secretary,
Marine Department.

PROVING ESTABLISHMENTS at which Unclaimed CHAIN CABLES and ANCHORS will be Tested.

Brown, Lenox & Co.	Millwall, Poplar, E.
Mersey Docks and Harbour Board Chain and Anchor Testing Works.	Birkenhead.
Corporation Chain Testing Works	King's Dock, Liverpool.
Staffordshire Public Chain and Anchor Testing Co. (Limited).	Bloomfield, Tipton.
Ditto	Netherton, near Dudley.
Bayliss, Jones & Bayliss	Victoria Works, Monmore Green, Wolverhampton.
Sunderland Chain and Anchor Testing Co. (Limited).	North Shore, Sunderland.
J. Abbott & Co.	Park Works, Gateshead-on-Tyne.
Lloyds' Tyne Public Chain and Anchor Testing Co. (Limited).	Low Walker, Newcastle-upon-Tyne.
Bristol Chain and Anchor Testing Co. (Limited).	Marsh-street, Bristol.
Lloyds' Proving House	West India Docks, Poplar, E.
T. P. Jones.	Chain and Anchor Works, Rowley, near Dudley.
Wood Bros.	Dee Iron Works, Saltney, near Chester.
Lloyds' Cambrian Chain and Anchor Testing Co. (Limited).	Saltney, near Chester.
Wood Bros.	Chain and Anchor Works, Cradley, Staffordshire.
Brown, Lenox & Co.	Newbridge Chain Works, Pontypridd, Glamorganshire.
Trustees of Lord Bute	Bute Dock Office, Cardiff.
Mountford, Homer & Mountford	Cradley Works, near Stourbridge.
Glasgow Anchor and Chain Cable Testing Co. (Limited).	42, West George-street, Glasgow.
Wear Testing Co. (Limited)	Bishop Wearmouth Panns, Sunderland.
Pow & Fawcus	Iron Works, North Shields.
W. Shields & Co.	St. Peter's Iron Works, Newcastle-upon-Tyne.

— No. 49. —

(M. 2708.)

Messrs. *Bayliss, Jones & Bayliss* to the Board of Trade.

84, Cannon-street, London, E.C.,
29 March 1867.

Sir,

WE are in receipt of "Circular No. 16 $\frac{241}{W. 4577}$, as an addition to Circular No. 191," and we note that our name is struck out of the list of proving establishments at which unclaimed chain cables and anchors will be tested. May we be allowed to inquire the reason for this?

We are, &c.
(signed) *Bayliss, Jones & Bayliss.*

Thomas Gray, Esq.,
Assistant Secretary, Marine Department,
Board of Trade.

— No. 50. —

(M. 2708.)

Board of Trade to Messrs. *Bayliss, Jones & Bayliss.*

Board of Trade, Whitehall,
2 April 1867.

Gentlemen,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 29th ultimo, referring to the absence of the name of your firm from the list of proving establishments for testing anchors and cables in Circular No. 16 $\frac{244}{W.4577}$, and inquiring the reason of the omission.

In reply, I am to refer you to former correspondence, and to acquaint you that your name will be replaced in the list upon the removal of the word "Inspector" from the certificate of proof issued by your firm.

I am, &c.
(signed) *Thomas Gray.*

Messrs. Bayliss, Jones & Bayliss,
84, Cannon-street, London.

— No. 51. —

(M. 2865.)

The Secretary of Lloyds' Register to the Board of Trade.

Lloyds' Register of British and Foreign Shipping,
2, White Lion-court, Cornhill, E.C.
4 April 1867.

Sir,

I DULY received your letter of the 29th ultimo, enclosing copy of a letter addressed by the Board of Trade on that date to Messrs. Bayliss, Jones & Bayliss, upon the subject of the form of certificate given by that firm with anchors and cables tested at their proving establishment; and, in thanking you for this communication, I beg to acquaint you that I will, at the proper time, lay the same before the Committee of this Society.

I am, &c.
(signed) *Geo. B. Seyfang,*
Secretary.

Thomas Gray, Esq.,
Board of Trade, Whitehall.

— No. 52. —

(M. 2892.)

Messrs. *Bayliss, Jones & Bayliss,* to the Board of Trade.

84, Cannon-street, London, E.C.,
5 April 1867.

Sir,

IN reply to your letter (M. 2708) of the 2nd instant, we have much pleasure in giving you our assurance that the word "Inspector" is removed from our certificate of proof.

We are, &c.
(signed) *Bayliss, Jones & Bayliss.*

Thomas Gray, Esq.,
Marine Department, Board of Trade.

— No. 53. —

(M. 2294.)

Mr. *J. G. Laurie* to the Board of Trade.

Sir, Glasgow, 16 March 1867.

As it is probable that measures will shortly be adopted to amend "The Merchant Shipping Act, 1854," I am anxious to mention to you the following matter of an analogous kind, and of great interest to the shipping interest.

Since "The Chain Cables and Anchors Act, 1864," came into operation, by which the chains and anchors of ships must be subjected to certain proof strains defined in that Act before they can be used on board ships, the number of accidents caused by the breaking of the cables has been very much greater than before the passing of that Act. I am certain that I understate the facts when I say that for one case before the passing of the Act in which the cables were broken in the riding of the ship, there have been 10 such accidents since this Act came into operation. The inference that has been drawn from these accidents is that the cables are heart-broken in the process of being proved, and that the Act either requires too great a proof strain or is defective in not providing that the iron of which the cables are made shall be of a quality that will sustain, without injury, the specified proof strain.

This feeling is becoming so strong that, for the safety of the ship, it is now considered very undesirable and unwise to subject the rigging chains to a proof strain so great as that specified in the Act for cables.

It is certainly most important that cables and anchors, and indeed all the chains used on board ship, should be proved to be well made and of good iron; but for that purpose other means, I humbly submit, should be employed than those specified in the Act.

I have, &c.

The Secretary of the Board of Trade, (signed) *J. G. Laurie.*
London.

CHAIN CABLES AND ANCHORS.

COPY of further CORRESPONDENCE between the Board of Trade and the Committee of Lloyds' Registry, their late Engineer, or any other parties, in reference to the working of "THE CHAIN CABLES AND ANCHORS ACT, 1864" (in continuation of Parliamentary Papers, Nos. 111, 304, and 425, of Session 1866).

(*Mr. Laird.*)

Ordered, by The House of Commons, *to be Printed,*
30 *April* 1867.

Under 4 *oz.*

CAPTAIN J. GORDON DESLANDES.

RETURN to an Order of the Honourable The House of Commons, dated 28 February 1867;—*for*,

COPY "of PAPERS relating to an Inquiry into Charges of Misconduct and Drunkenness against Captain *J. Gordon Deslanaes*, late Master of the Ship 'Anne,' of *Liverpool*."

Board of Trade,
9 March 1867.

T. H. FARRER.

(*Mr. Guinness.*)

Ordered, by The House of Commons, *to be Printed*,
13 *March* 1867.

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COPY of PAPERS relating to an Inquiry into Charges of Misconduct and Drunkenness against Captain *J. Gordon Deslandes*, late Master of the Ship "Anne" of *Liverpool*.

Liverpool Local Marine Board to Board of Trade.

(M. 4682.)

Sir, Sailors' Home, Liverpool, 13 December, 1866.

I AM directed by the Local Marine Board of this port to forward the enclosed charge of drunkenness against Captain Gordon Deslandes, at the instance of Messrs. Hatton & Cookson, and to request my Lord's instructions in the matter.

I am, &c.
(signed) *John T. Towson*,
Secretary.

The Secretary, Marine Department,
Board of Trade.

(Enclosure.)

(M. 4682.)

Sir, Liverpool, 13 December 1866.

FROM information received from the crew of our vessel, the "Anne," we have reason to believe that the master of said vessel, Gordon Deslandes, has been in a state of intoxication, from leaving Liverpool on the 1st instant, until her putting into Holyhead, where the crew refused duty, on or about the 7th instant.

Under these circumstances, we respectfully request that an inquiry be made into the matter.

We are, &c.
(signed) *Hatton & Cookson.*

The Secretary of the Local Marine Board,
Liverpool.

---

11 December 1866.

THIS is a true and just statement, on board the schooner "Anne," that Captain Gordon Deslandes was in a state of intoxication from December 2nd until Friday 7th, until our arrival in Holyhead on the 7th instant.

(signed) *Henry Grayson*, Mate.
John Edward Holmes, Boatswain.
Karl Brundell, Carpenter.
Joseph Maroi, Steward.
William Barnes, Seaman.
David Williamson, Seaman.
Frederick Res, Seaman.
Richard Hughes, Ordinary Seaman.

Board of Trade to Liverpool Local Marine Board.

THE Secretary, Local Marine Board, Liverpool, is requested to be so good as to move his Board to hold the inquiry prayed for in Messrs. Hatton & Cookson's letter.

14 December 1866. (signed) *T. H. Farrer.*

(M. 4824.)

REPORT of the Liverpool Local Marine Board in the Matter of *Gordon Deslandes*, late Master of the "Anne," charged with Gross Drunkenness, made this 18th day of December 1866.

A MINUTE Paper from the Lords of the Committee of Privy Council for Trade (M. 4682), dated 13th December 1866, having been received by the Liverpool Local Marine, requesting them to institute an investigation into charges of gross drunkenness against Gordon Deslandes, late master of the "Anne," each member of the Local Board was duly summoned to attend a meeting to be held on the 18th day of December 1866, at which Board were present,—

James Smith, Esq., in the Chair.

Thomas S. Raffles, Esq., Stipendiary Magistrate.

Edward C. Friend, Esq.	Thomas R. Shallcross, Esq.
Richard Green, Esq.	Henry J. Ward, Esq.
John H. Lockett, Esq.	

The defendant, having been duly summoned, was also present, assisted by Mr. Cobb, solicitor.

Mr. Smith, manager for Messrs. Hatton & Cookson, represented the owners of the "Anne."

The following statement of the case was served with the summons on the defendant :—

"Sir, "Liverpool, 13 December 1866.

"From information received from the crew of our vessel, the 'Anne,' we have reason to believe that the master of said vessel, Gordon Deslandes, has been in a state of intoxication from leaving Liverpool on the 1st instant, until her putting into Holyhead, where the crew refuse duty, on or about the 7th instant.

"Under these circumstances we respectfully request that an inquiry be made into the matter.

"We are, &c.

The Secretary of the (signed) "*Hatton & Cookson.*
"Local Marine Board, Liverpool."

The following witnesses were examined in support of the charge :—

John Edward Holmes, Boatswain.
Joseph Maroi, Steward.
William Barnes, Able Seaman.
Frederick Res, Able Seaman; and
David Williamson, Able Seaman;

and, for the defence, the defendant made his own statement.

The Minutes of Evidence and Defendant's Statement are appended to this Report, from which the Local Board find, that Gordon Deslandes was guilty of gross drunkenness during the time he was in command of the "Anne," between the 2nd and 7th December 1866, and have cancelled his certificate of service, No. 37,884. But in consideration of his long servitude without any previous charge being made against him, the Local Board recommend my Lords to grant him a certificate of service as mate; and if at any period, not less than six months, he shall produce testimonials satisfactory to this Local Board, he may be allowed to go up for examination for a master's certificate of competency.

James Smith, Chairman.

(M. 4824.)

MINUTES of EVIDENCE in the Matter of *Gordon Deslandes*, late Master of the "Anne," charged with Gross Drunkenness, taken on the 18th day of December 1866.

John Edward Holmes, examined.—I was boatswain of the "Anne;" we sailed from Liverpool on the 1st of December, for Africa; we came to Holyhead on the 7th; we had gone seven miles south of the Tuskar when we returned; the captain was first drunk on the 2nd; we were being towed down; he was sick over the side; he was drunk till the 7th; I saw him drink raw rum four times on one watch; he drank as much as I could get for threepence at any public-house in Liverpool; I navigated the ship from Thursday at three o'clock to five o'clock the next day; I gave the course; the wind was N.E.; the men would not go in the ship.

Cross-examined by Mr. *Cobb*.—I first noticed the captain drunk on Sunday afternoon; the mate was not then drunk; the mate was laid up on Thursday; he was laid up until we were near Holyhead; the captain went below at eight o'clock on Thursday morning, and did not come up until 9.30 o'clock the next morning; on Thursday, off Bardsey, the captain was lying on the sofa; on the Thursday afternoon he gave me a dry suit of clothes; he was neither drunk nor sober; I refused rum three times; I had rum sometimes; the mate was sick through cold; the captain was sick through liquor.

Joseph Maroi, examined.—I was cook and steward of the "Anne;" the captain was not on board when we sailed on the 1st of December; from that day till we reached Holyhead the captain was never sober; he had two bottles from me every morning, which were empty the next morning; there were only three in the cabin,—myself, the mate, and captain; I drank none of the rum; I do not know that the mate was drunk; I do not think the captain could see; sometimes he was very blind drunk.

Cross-examined by Mr. *Cobb*.—I saw the mate throw his trousers overboard; the captain was in the aft part of the ship at two o'clock on Thursday, in the afternoon; the mate then went below, and did not come on deck till 12 o'clock on Friday; the captain was also in the cabin till Friday morning; we were frightened, because there was no one to take charge of the ship; the captain gave the orders to the boatswain to heave the ship to.

William Barnes, examined.—I was able seaman on board the "Anne;" went into the river on the 30th November; the captain came on board during the night; on the next day, Saturday, we set sail; I saw the captain drink raw liquor and throw it up again, and take more; for several days he was never sober.

Cross-examined by Mr. *Cobb*.—The first mate was ill; he was not drunk; the captain only gave orders on Thursday; and on Thursday we required that the ship should put back to Holyhead; we put back on account of the ship making water, and the captain drunk; from the 2nd to the 7th he was continually drunk and vomiting.

Frederick Res, examined.—I was able seaman on board the "Anne;" I saw the captain drunk; I saw him fall, and twice sick over the ship's side; the captain was drunk most of the time; the ship was going before the wind, and he told me to keep her full and bye, which orders he would not have given if sober.

David Williamson, examined.—I was able seaman on board the "Anne;" we turned back to Holyhead on account of the drunkenness of the captain, and the ship being leaky; I could see the captain drink and throw it up immediately; I know the smell of rum as well as any man; I was drunk myself when I came on board, and I am very sorry to say I have been often drunk myself; but when a man's life is in danger it is a very different thing; the captain did not agree at first to turn back.

Gordon Deslandes then made the following statement:—About a quarter to six, on the 30th of November, I boarded the ship; the mate was drunk, and some of the men were drunk; we made the Wicklow Light; we saw the Tuskar and hove to, when the men came aft, and insisted on our going back to Holyhead; the crew did not charge me with drunkenness when they required me to put back; I was ill from bile, which caused me to be sick when I took anything to drink, even water; it is false to say that I threw up raw spirits; there was more spirit taken on account of the hard weather. On Thursday night I lay on the locker; I gave the boatswain my own coat when his was wet; I was on deck at the time.

Liverpool Local Marine Board to Board of Trade.

(M. 13.)

Sir, Sailor's Home, Liverpool, 31 December 1866.

I AM directed by the Local Marine Board of this port to request to be informed whether the recommendation of the Local Board to grant Mr. Gordon Deslandes a certificate of service, as mate, will be complied with, he having made many anxious inquiries which the Local Board have been unable to answer, as their Report, forwarded on the 21st instant, has not yet been acknowledged.

I am, &c.
(signed) *John T. Towson,*
Secretary.

The Secretary, Marine Department,
Board of Trade.

Board of Trade to Liverpool Local Marine Board.

(M. 4824.)

Sir, Board of Trade, Whitehall, 3 January 1867.

I AM directed by the Board of Trade to acknowledge the receipt of the Report made by the Liverpool Local Marine Board on their investigation into charges of gross drunkenness preferred against Mr. Gordon Deslandes, late master of the "Anne."

This Report is unaccompanied by Mr. Deslandes' master's certificate of service, which has been cancelled by the Local Marine Board.

I am also to acknowledge the receipt of your letter of the 31st ultimo, inquiring whether the recommendation of the Local Marine Board, that Mr. Deslandes should be granted a certificate of service, as mate, will be complied with by this Board.

In reply to the inquiry contained in the letter of the 31st ultimo, I am to state that considering the gross nature of the offence committed in this case, considering the terrible calamities which have been caused by similar misconduct, and further, considering the repeated and serious warnings given to masters on the subject, the Board of Trade cannot grant a mate's certificate to Mr. Deslandes, nor can they hold out any prospect of granting to him another certificate as master.

I am to add that the Board of Trade propose to publish this letter with the evidence taken at the investigation.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Local Marine Board, Liverpool.

Liverpool Local Marine Board to Board of Trade.

(M. 328.)

Sir, Sailors' Home, Liverpool, 11 January 1867.

I AM directed by the Local Marine Board of this port to acknowledge the receipt of your letter of the 3rd instant, and with reference to the statement that the report is unaccompanied by Mr. Deslandes' master's certificate of service, I am directed to state that at the close of the investigation the Chairman handed over to me the certificate of service, No. 37,884, which, when the Chairman signed the report, I gave to Mr. Mantle to be forwarded with the other documents. Mr. Mantle assures me that he certainly enclosed the certificate with the other documents.

I am directed further to state that the other matters referred to in the same letter are still under the consideration of the Board, and that the Chairman's letter on the subject will be submitted to the Local Board at a special meeting to be held to-morrow for that purpose.

I am, &c.
(signed) *John T. Towson,*
Secretary.

The Secretary,
Marine Department, Board of Trade.

Liverpool Local Marine Board to Board of Trade.

(M. 378.)

Local Marine Board, Sailors' Home,
Liverpool, 14 January 1867.

Sir,

I AM requested by the Liverpool Local Marine Board, as their Chairman, to express their surprise at the determination of the Board of Trade with reference to the case of Mr. Gordon Deslandes.

We presume that the relative positions of the two Boards, in connection with these investigations, was not clearly perceived by my Lords at the time they instructed you to write the letter of the 3rd instant. I am therefore requested to recapitulate the nature of this connection as it has existed for more than 16 years.

When the Local Marine Board was first constituted under the "Mercantile Marine Act, 1850," they were advised that, under the 28th section, their power was confined to that of reporting to the Board of Trade whether the charge was proved or otherwise; and therefore on the 30th January 1851 they reported that the charge of drunkenness was proved against Captain Ridley, late master of the "Crusader," without making any reference to the punishment due to the offence of which he had been convicted. On the 8th of the next month Mr. J. B. Horsfall communicated to the Local Board, of which he was Vice-Chairman, that it was the desire of the Board of Trade that in all cases in which they should convict a master or mate under the 28th section of the above-named Act, the report should be accompanied with a recommendation as to the punishment which should be awarded. This practice was adopted, and in every case the Board of Trade confirmed the punishment recommended by the Local Board, till February 1853, when the Local Board recommended that the certificate of service, No. 46,969, of William Sillis should be suspended for 12 months. On the 11th of that month the Local Board received a letter from the Board of Trade informing them that the latter Board had determined in all cases not to re-issue certificates of service, but allowed Sillis to be examined for a certificate of competency at the expiration of 12 months, if he could produce satisfactory testimonials of his good conduct in the interval. This precedent the Local Board in all cases adopted for more than nine years, and this was always acceded to by the Board of Trade. Certificates of competency were suspended, but those of service were cancelled, with permission to come up for examination after a period equal to that for which it would have been suspended had it been a certificate of competency.

In 1862 "The Merchant Shipping Act Amendment Act, 1862," was passed, which, by the 23rd section, vested in the Local Marine Board the power formerly vested in the Board of Trade, that of cancelling or suspending the certificate of a master by the 242nd section of the principal Act.

The members of the Local Board had previously observed that the cancellation of a certificate, with permission to come up for examination after a stated period, was a very severe punishment when the defendant who held a certificate of service was advanced in years. Having therefore the responsibility of awarding punishments, without reference to the Board of Trade, the Local Board have suspended certificates of service in several such cases; but when this objection did not exist, the Local Board, out of deference to the expressed wishes of the Board of Trade, have cancelled certificates of service, with permission to be allowed to come up for examination for certificates of competency, in no case doubting but that their recommendation would have been complied with, as had been the case for 16 years.

In the case of Mr. Gordon Deslandes, the Local Board, believing that he was capable of coming up for examination, came to a determination to act on the suggestion of the Board of Trade, having no reason to doubt that my Lords would carry out their recommendation, otherwise they would have exercised the prerogative vested in them, and would only have suspended the certificate of service of Mr. Gordon Deslandes for six months.

This case cannot have any other effect than to aggravate greatly the punishment of this individual, for no Local Board, cognisant of this case, will put it in the power of the Board of Trade again to increase the amount of punishment awarded by themselves.

The Local Board also express their surprise that the Board of Trade should have employed the 4th Clause of the 23rd Section of the Amendment Act for the purpose of augmenting the punishment awarded by a Local Board, when it was obviously intended by the Legislature only to confer on them the power to mitigate such punishment, if it should appear to them excessive; and thus, although they have acted within the letter of the Act, they have departed from its spirit.

The Local Marine Board, in suggesting that the Board of Trade should reconsider this matter, would remark, that if Local Boards could be induced to conduct investigations under the circumstances referred to, they could only carry out the duties entrusted to them by the Legislature, by suspending for a definite period certificates of service or competency in cases in which the offences are not sufficiently aggravated to justify, in the opinion of such Board, the cancellation of such certificates. A certificate thus suspended can be demanded by the party convicted, at the expiration of that period, without any reference to his conduct during the term of its suspension.

Also, by refusing to accede to the recommendation of the Local Board to grant a new certificate of a lower grade during the period of such suspension, the individual so punished is condemned to a life of idleness, and is thus placed in the worst possible condition for recovering himself from intemperate habits.

I am requested further to state that the Liverpool Local Marine Board are unanimously of opinion that justice in the case of Mr. Gordon Deslandes did not demand a more severe punishment than that recommended by this Board.

I am requested also to state that the enclosed letter from Mr. Deslandes was written by him at his own suggestion, he not being aware of the views this Local Board entertain with reference to his case.

I am, &c.
(signed) *James Smith*, Chairman.

The Secretary, Marine Department,
Board of Trade.

(Enclosure.)

(M. 378.)

Gentlemen, Liverpool, 9th January 1867.

WHEN on the 18th of last month you saw fit, upon the evidence adduced against me, to cancel my master's certificate of service, and to recommend me a mate's, no doubt whatever was left in my mind that your decision would be interfered with, and that having a mate's certificate, I could at least earn my bread and support my family.

You will scarcely wonder at my surprise on hearing from your secretary that the Board of Trade refused to grant me even this. As my means of support for self and family are at stake, I most respectfully ask your re-consideration of my case.

Hoping you will be favourably disposed to my request, I anxiously wait your decision, and remain,

Yours, &c.
(signed) *Gordon Deslandes.*

To the Chairman, &c.,
Local Marine Board.

I respectfully call attention to the fact of my being 18 years master, during which nothing was brought *against* me.

Board of Trade to Liverpool Local Marine Board.

(M. 378.)

Sir, Board of Trade, 27 January 1867.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 14th instant on the subject of the recent investigation into the charges preferred against Mr. Gordon Deslandes, late master of the "Anne."

The Board of Trade recognise the force of the arguments contained in your letter, as to the relative position of the Local Marine Board and the Board of Trade, and they are aware that the Legislature, by the Act of 1862, whilst conferring

conferring on the Local Marine Boards the power of passing sentence, gave or intended to give to the Board of Trade, the power of remitting or mitigating, but not of aggravating, the punishment. On these grounds the Board of Trade feel that the whole responsibility is placed upon the Local Marine Board, and that the Board of Trade, whilst anxious to strengthen the hands of the Local Marine Board in the discharge of those duties towards the public which the Legislature has thrown upon them, cannot, whatever may be their own opinion, insist on a punishment which the Local Marine Board think to be too severe. On these grounds the Board of Trade feel compelled, if the Local Marine Board abide by their decision, to treat that decision as conclusive, and not to insist on the exercise of the legal power which the cancellation of the certificate may have technically and accidentally given to them.

But as regards the merits of the case their opinion remains unchanged. The Local Marine Board are well aware of the numerous terrible shipwrecks which have occurred in the Irish Channel; of the inquiries which have been made concerning the causes of those wrecks; and of the subsequent investigation into the lighting and buoying of the Irish banks, which has recently been made by the Port of Dublin Corporation, the Trinity House, and the Board of Trade. They are also, no doubt, aware that the result of these inquiries has been to show that whatever may be done by the Lighthouse authorities to assist the careful navigator, the chief cause of the wrecks is not to be found in the want of external aids, but in the want of ordinary care and caution on the part of shipmasters, and to the drunken and disorganised state in which the crews of outward-bound ships too often leave the port of Liverpool. So fully has this conclusion been accepted, that the Board of Trade letter in which it was embodied, has been, and is now circulated as a warning amongst the master mariners of the port. A few weeks after the date of this letter, the present case occurred. The ship "Anne" (owned by Messrs. Hatton and Cookson, who were themselves the complainants), left the Mersey for Africa on the 1st December last. Mr. Gordon Deslandes was master. It is proved, beyond the possibility of doubt, that Mr. G. Deslandes was drunk on the 2nd December just after the ship left the port; that he continued drinking and drunk from that time till the ship returned to Holyhead on the 7th; that he was during that time totally incapable of navigating the ship; that the mate was ill and also incapable of duty; and that the ship after reaching the neighbourhood of the Tuskar on the Irish coast was brought back to Holyhead on the 7th December in charge of the boatswain. It is scarcely possible to imagine a more aggravated case, or one in which, if any casualty had occurred, the extremest penalty of the criminal law could have been more properly inflicted. After full and repeated warning, the captain himself, who should be an example to the crew, at the most critical period of the voyage, in a sea requiring the utmost caution, and at the worst season of the year, renders himself incapable of doing his duty for a whole week together by wilful and continued acts of the grossest intemperance. In a common sailor such conduct would deserve severe punishment; in a captain it is a fault of a much deeper dye.

This crime the Local Marine Board, looking to Mr. G. Deslandes' previous good character, propose to punish by preventing him from taking the command of a foreign-going ship for six months, at the same time allowing him to act as mate during that time, and allowing him after that time again to take command as master. This punishment the Board of Trade have regarded and still regard as wholly inadequate, whether regard be had to Mr. G. Deslandes' own demerits, or to the effect which the case will have as an example and warning. No previous good conduct can prove that a man who has acted as Mr. Deslandes has acted in this case is fit to be trusted with the charge of a ship and the lives of her crew; and there can be little expectation of any improvement in the conduct of Liverpool seamen, when they see that the worst possible fault in a captain is visited by those to whom the Legislature has given authority with a punishment which is almost nominal.

Under these circumstances the Board of Trade feel it their duty to request that the Liverpool Local Marine Board, who have hitherto co-operated cordially with them in similar cases, will reconsider their decision. Should they, on

further consideration, abide by it, the Board of Trade, looking to the intentions of the Legislature, have, as above stated, no choice in the matter, and must in that case content themselves with leaving to the Local Marine Board the responsibility of a step which, in their opinion, is open to very grave objection.

I am, &c.
(signed) *T. H. Farrer.*

James Smith, Esq., Chairman,
Local Marine Board, Liverpool.

Liverpool Local Marine Board to Board of Trade.

(M. 972.)

Local Marine Board, Sailors' Home,
Liverpool, 2 February 1867.

Sir,

I AM requested, by the Local Marine Board of this port, to acknowledge the receipt of your letter of the 20th ultimo, recognizing the force of the argument contained in my letter as to the relative positions of the Board of Trade and Local Marine Boards, in awarding punishments under the 241st and 242nd sections of the Merchant Shipping Act, and requesting the Local Board to reconsider its decision.

The Local Board is of opinion that having pronounced its judgment in the case in question, of which the recommendation that Mr. Deslandes should have a mate's certificate is an important part, it has not legally the power now to alter it and withdraw that recommendation. The Local Marine Board of Liverpool is equally anxious with the Board of Trade, that they should continue, as hitherto, cordially to co-operate with each other, and with that view would at all times consider with much deference any suggestion submitted for its consideration.

It is scarcely possible, considering the various matters brought under the notice of the two Boards, that at no time a difference of opinion should prevail; but the Liverpool Local Marine Board would beg most respectfully to suggest to the Board of Trade that in future, previously to publishing in the public journals what may be regarded as a censure on the Liverpool Local Marine Board, they would first communicate with the Liverpool Board, and thus afford it an opportunity to remove any misapprehension, or to explain the motives that have induced it to come to a conclusion with which the Board of Trade may not coincide.

I am, &c.
(signed) *James Smith*, Chairman.

The Secretary, Marine Department,
Board of Trade.

A mate's certificate of service was thereupon issued to Mr. Deslandes, in accordance with instructions from the Board of Trade, by the Registrar General of Seamen.

CAPTAIN J. GORDON DESLANDES.

COPY of PAPERS relating to an Inquiry into Charges of Misconduct and Drunkenness against Captain *J. Gordon Deslandes*, late Master of the Ship "Anne" of *Liverpool*.

(*Mr. Guinness.*)

Ordered, by The House of Commons, *to be Printed*,
13 *March* 1867.

Under 2 *oz.*

127.

DISASTERS AT SEA.

RETURN to an Order of the Honourable The House of Commons, dated 30 April 1867;—*for*,

COPY "of any MEMORIALS or COMMUNICATIONS recently addressed to the Board of Trade on the Subject of DISASTERS at SEA and their Prevention."

Board of Trade, Whitehall, 23 May 1867.

T. H. FARRER.

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed*, 3 *May* 1867.

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COPIES of MEMORIALS or COMMUNICATIONS recently addressed to the Board of Trade on the Subject of DISASTERS at SEA and their Prevention.

— No. 1. —

(W. 3643.)

Dr. *Parkhurst* to Board of Trade.

National Association for the Promotion of Social Science, with which is united the Society for Promoting the Amendment of the Law.

1, Adam-street, Adelphi, W.C.,
17 July 1866.

Sir,

IN reference to the motion by Mr. Graves for a Commission of Inquiry into the present state of the Mercantile Marine, I beg to invite your attention to a Memorial, of which the enclosed is a copy, which was presented to your department by the President of the Department of Economy and Trade of this Association, Mr. Edwin Chadwick, on the 24th of February last, praying for an inquiry into the loss of life and property by shipwreck, when the Deputation were informed that the subject would receive careful consideration.

It is understood that some Member of Parliament, member of this association, had it under his consideration to move for a copy of the Memorial, which, with the address of the President of our Department of Economy and Trade, I beg to enclose.

I have, &c.
(signed) *R. M. Parkhurst*, LL.D.,
Secretary to the Department
of Economy and Trade.

Sir Stafford Northcote, Bart, M.P.,
Board of Trade.

Enclosure in No. 1.

MEMORIAL to the Right Hon. *T. Milner Gibson*, M.P., President of the Board of Trade, from the Council of the National Association for the Promotion of Social Science.

THE Council of the National Association for the Promotion of Social Science having had under their consideration the facts and arguments set forth in the annexed address of the President of the Department of Economy and Trade, which relate to the present condition of our mercantile marine, would submit:—

That the terrible amount of loss of life and the vast sacrifice of property from shipwreck, and its continued increase, notwithstanding the measures taken for its prevention under the authority of the Board of Trade, and the improved constructions for the preservation of life and for saving vessels from utter loss, constitute a case for careful and solemn inquiry as to the causes of failure of the existing means, and as to what other means appear to be available for efficient prevention.

But the safety of the subject and of navigation, and the special interests of the large body of mariners, appear to involve another and distinct topic of inquiry; namely, the proper elementary education and training of seamen for safe, good, and intelligent service and conduct.

It was set forth as an axiom by the late Captain Basil Hall, and it is confirmed in general by other professional testimony, that in nautical affairs nothing is so wasteful as ignorance; while captains and masters of the greatest experience in the mercantile marine declare that they can work a vessel more

safely with fewer men, if they are educated, than they can if they constitute the common mass of men who are uneducated, ignorant, and untrained.

It is adopted as a principle of legislation in relation to children and young persons employed in manufactures and trades, that they shall not be employed under conditions which preclude them, as subjects, from the benefits of a proper elementary education; and the working of the legislative provisions on that principle are found to be in the economical interests of the branches of manufacture in which they have been adopted. The conditions of dangerous ignorance and want of forethought in which large proportions of adult seamen are found are due to the conditions under which in early childhood or in youth they are taken on shipboard, in the mercantile marine, without any elementary education, and without any of the means of subsequent reparation of the default, such as are provided for the Royal Navy. It appears to be admitted that children ought not to be taken on shipboard before the tenth or eleventh year.

That the Council therefore pray that a solemn inquiry by competent and impartial officers of the Royal Navy may be directed, under a special commission, into the matters alleged in respect of the loss of life and property, with a view to the preparation of such measures of legislation as the evidence may appear to require.

And also that it be referred to the Children's Employment Commission, who have under examination the conditions for the extension of legislative provisions for securing the education of children employed in manufactures and trades, to inquire and report on the application of provisions on the like principle, for securing the proper elementary training and education of young children engaged in the mercantile marine.

— No. 2. —

(W. 3643.)

Board of Trade to Dr. *Parkhurst.*

Board of Trade, Whitehall,
14 August 1866.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *17th ultimo, forwarding for the consideration of this Board a memorandum drawn up by the Council of the National Association for the Promotion of Social Science on the present condition of the mercantile marine, and, in reply, I am to thank you for your communication.

* *See ante*, No. 1.

(signed) *T. H. Farrer.*

Dr. Parkhurst,
Social Science Association,
1, Adam-street, Adelphi.

— No. 3. —

(W. 4821.)

Newcastle and Gateshead Chamber of Commerce to Board of Trade.

Newcastle-upon-Tyne and
Gateshead Chamber of Commerce, Newcastle,
6 November 1866.

Sir,

I HAVE the honour to forward to you a Memorial which was adopted at a meeting of this Chamber, held yesterday, on the subject of the large number of ships lost at sea; and

I have, &c.
(signed) *W. H. Brockett,*
Secretary.

The Right Honourable
Sir Stafford H. Northcote, Bart., M.P.,
President of the Board of Trade,
&c. &c. &c.
London.

Enclosure in No. 3.

To the Right Honourable Sir *Stafford H. Northcote*, Bart., M.P., President of the Board of Trade.

The Memorial of the Newcastle and Gateshead Chamber of Commerce,

Sheweth,

1. THAT your Memorialists beg to call your attention to the large and increasing number of losses at sea.

2. That your Memorialists observe, from the *statement published by order of your Honourable Board, that the number of ships reported as lost or damaged in 1865 was 2,012, representing a registered tonnage of 377,000 tons, of which number 1,690 were known to hold British certificates of registry. Of these 1,690 ships, the number employed in the British coasting trade was 1,198, the remaining 492 having been engaged in the over-sea trade.

* Board of Trade Return of Wrecks and Casualties for the year 1865.

3. That your Memorialists further notice, of the vessels totally lost in 1865, only 245, and of those partially lost, only 501, could attribute the casualties that overtook them to stress of weather; and that of the number of 2,012 lost or damaged, 535 were laden colliers, and 140 colliers in ballast, and that, independently of the considerable loss of property, these disasters led to the serious sacrifice of 698 lives.

4. That your Memorialists have reason to believe a large proportion of losses at sea may be attributed to the fact of many vessels being sent out in an unseaworthy condition, inefficiently equipped, or overladen; and not unfrequently also the disasters may be traced to incompetency or carelessness on the part of those in command.

5. That the experience of your Memorialists in connection with marine insurance and shipping leads them to believe the number of losses arising from obviously preventible causes is much greater than is generally supposed.

6. That your Memorialists therefore venture to suggest for your consideration the importance of an Inspector of Shipping being appointed at this and other important ports, whose duties in respect of shipping shall be analogous to those now discharged by Government inspectors in regard to mines and factories; that is, to periodically examine all such British vessels as hold no certificate of classification from either London or Liverpool Lloyd's in England, or from the French Veritas, on the same principle as that already applied to passenger steamers, and to the competency of masters by the Merchant Shipping Act; and that the owners of all such vessels shall be compelled to obtain a certificate of seaworthiness from such Government inspector, or in default thereof, be subject to the same penalties as are imposed by Section 318 of the Merchant Shipping Act on owners of passenger steamers.

7. That, from the indisposition generally shown by private individuals to undertake the conducting of inquiries before the Local Marine Boards against shipmasters and seamen, under Section 241 and following Sections of the Merchant Shipping Act of 1854, and Amendment Act of 1862, Section 23, your Memorialists recommend the appointment at each important seaport town, having a marine board, of a legal functionary to undertake on behalf of the Government the conducting of all such inquiries, a power which your Memorialists believe is vested in, but has been rarely exercised by the Board of Trade.

8. That your Memorialists feel more frequent examination into the causes of losses and disasters at sea cannot be too strongly urged, and that the appointment of such a legal officer as above recommended, though it might for a short time considerably increase the number of such inquiries, yet would, from the results obtained therefrom, without doubt directly tend to reduce the number of such losses and disasters most materially.

9. That it also seems highly important to your Memorialists that at the present

present day masters engaged in the home carrying trade should be obliged to pass an examination and obtain certificates of competency, in the same manner as those engaged in the home passenger and other trades.

Signed at Newcastle-upon-Tyne, this 5th day of November 1866, on behalf of the Newcastle and Gateshead Chamber of Commerce,

John Jobling, Chairman.

— No. 4. —

(W. 4821.)

Board of Trade to Newcastle and Gateshead Chamber of Commerce.

Board of Trade, Whitehall,
20 November 1866.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *16th inst., forwarding a Memorial from the Newcastle and Gateshead Chamber of Commerce on the subject of the increasing number of losses at sea, and suggesting means which, in the opinion of the Chamber of Commerce, would tend to diminish the number of such casualties.

* *See ante*, No. 3.

In reply, I am to inform you that the subject shall receive the serious consideration of this Board.

I am, &c.
(signed) *T. H. Farrer.*

The Chairman,
Newcastle and Gateshead Chamber of Commerce, Newcastle.

— No. 5. —

(W. 5020.)

Huddersfield Chamber of Commerce to Board of Trade.

Chamber of Commerce, Huddersfield,
17 November 1866.

Sir,

I AM directed by this Chamber to transmit to you the enclosed Memorial relative to the great losses at sea which arise from preventible causes.

I have, &c.
(signed) *Chas. Mills*, Secretary.

The Right Honourable
Sir Stafford Northcote, Bart., M.P.,
President of the Board of Trade,
London.

Enclosure in No. 5.

To the Right Honourable Sir *Stafford H. Northcote*, Baronet, M.P., President of the Board of Trade.

The Memorial of the Huddersfield Chamber of Commerce,

Sheweth,

THAT the attention of your Memorialists has been called to the large and increasing number of losses at sea, a great proportion of which arise from the unseaworthy condition, inefficient equipment, and overloading of many of the vessels sent out; many of the disasters are also attributable to the incompetency or carelessness on the part of those in command.

That your Memorialists believe that a great number of these disasters might be prevented, if (as suggested by the *Newcastle and Gateshead Chamber of Commerce) an inspector of shipping were appointed at the most important ports,

* *See* Enclosure in No. 3.

ports, whose duties in respect of shipping should be analogous to those now discharged by Government Inspectors in regard to mines and factories; that is, to periodically examine all such British vessels as hold no certificate of classification from either London or Liverpool Lloyd's in England, or from the French Veritas, on the same principle as that already applied to passenger steamers, and to the competency of masters by the Merchant Shipping Act; and that the owners of all such vessels should be compelled to obtain a certificate of seaworthiness from such Government Inspector, or, in default thereof, be subject to the same penalties as are imposed by section 318 of the Merchant Shipping Act, on owners of passenger steamers.

Your Memorialists are also of opinion that it is highly desirable that Masters engaged in the home carrying trade should be obliged to pass an examination, and obtain certificates of competency in the same manner as those engaged in home passenger and other trades.

Your Memorialists, therefore, pray, that you will be pleased to consider by what means the great losses at sea may be diminished, and that you will introduce in the next Session of Parliament a measure by which the seaworthiness of vessels sent out may be guaranteed, and the ability and character of those in command certified.

And your Memorialists will ever pray, &c.

On behalf of the Chamber,
W. R. Haigh, Vice-president.

— No. 6. —

(W. 5020.)

Board of Trade to Huddersfield Chamber of Commerce.

Board of Trade, Whitehall,
22 November 1866.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *17th instant, forwarding a Memorial from the Huddersfield Chamber of Commerce, on the subject of the increasing number of losses at sea, and suggesting means which, in the opinion of the Chamber of Commerce, would tend to diminish the number of such casualties.

* See *ante*, No. 5.

In reply, I am to inform you that the subject shall receive the serious consideration of this Board.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Huddersfield Chamber of Commerce,
Huddersfield.

— No. 7. —

(W. 5142.)

Cardiff Chamber of Commerce to Board of Trade.

Chamber of Commerce, Cardiff,
26 November 1866.

Sir,

THE attention of this Chamber has been directed to a Memorial presented to you by the †Chamber of Commerce at Newcastle-on-Tyne, relating to the appointment of "Inspectors of Shipping."

† *See* Enclosure in No. 3.

Previous to the forwarding of that Memorial, the Chamber at Cardiff had intended to send you one of a somewhat similar character, but they will, without troubling you to read a repetition of what was said in the Newcastle Memorial, content themselves by endorsing what was therein recommended as to the appointment of Inspectors of Shipping.

Under existing Acts of Parliament, provision is made for the regular examination of hulls and machinery belonging to passenger steamers, but no like provision is made for ordinary coal-carrying steamers or steam-tugs.

As the last two descriptions of vessels are greatly on the increase, and many of them carry a great number of men, the Chamber of Commerce at Cardiff is desirous of calling your attention to the anomaly of the vessels which carry a great number of lives being regularly inspected and certified while those vessels carrying a smaller number are neglected, or, in other words, no check exists beyond a shipowner's self-interest (which often runs contrariwise) to keep the boilers in a proper state of efficiency and repair.

A few years ago a steam-tug named the "Black Eagle," belonging to Cardiff, burst her boiler, and several men were killed. Two or three weeks ago another steam-tug of the same name, and belonging to Cardiff, also burst her boilers at Bristol, and every man on board perished.

The Directors of this Chamber do not impute blame to the owners of either vessel, but they consider that had there been a regular inspection and certificate given by a public officer, that the hulls and machinery of those two vessels were in a perfect state of repair within a very short period (say two months) anterior to the accident, greater satisfaction would have prevailed in the public mind.

The expense of such inspection would be but trifling, and easily covered by a charge when the certificates were granted.

The Directors would urge the importance of the Inspector being a local one, and not attached to any other port in this channel.

Cardiff is yearly growing into greater importance, and of course entitled to have officers more especially appointed to watch her several marine interests.

I am, &c.
(signed) *A. Dalziel*, Secretary.

To the Right Honourable
Sir Stafford Northcote, Bart., M.P.,
President of the Board of Trade.

— No. 8. —

(M. 5142.)

Board of Trade to Cardiff Chamber of Commerce.

Board of Trade, Whitehall,
28 November.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *26th instant, stating that the Cardiff Chamber of Commerce endorse the Memorial from the Newcattle Chamber of Commerce on the subject of the increasing number of losses at sea, and suggesting means which, in the opinion of the Chamber of Commerce, would tend to diminish the number of such casualties.

* See *ante*, No. 7.

In reply, I am to inform you that the subject shall receive the serious consideration of this Board.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Cardiff Chamber of Commerce, Cardiff.

— No. 9. —

(W. 5545.)

Batley Chamber of Commerce to Board of Trade.

Chamber of Commerce,
Batley, 14 December 1866.

Sir,

I AM directed by the Council of the Batley Chamber of Commerce to forward to you herewith a Memorial on the subject of shipwrecks and disasters at sea.

I have, &c.
(signed *Mattw. S. Scholefield*,
Secretary.

The Right Honourable
the President of the Board of Trade,
Whitehall, London, S.W.

Enclosure in No. 9.

(W. 5545.)

To the Right Honourable Sir *Stafford H. Northcote*, Bart., M.P., President of the Board of Trade.

The Memorial of the Batley Chamber of Commerce

Sheweth,

That your Memorialists beg to call your attention to the large and increasing number of shipwrecks and disasters at sea. That your Memorialists observe, from the statement published by order of your Honourable Board, that the number of ships reported as lost or damaged in 1865, was 2,012, representing a registered tonnage of 377,000 tons, of which number 1,690 were known to hold British certificates of registry. Of these 1690 ships, the number employed in the British coasting trade was 1,198; the remaining 492 having been engaged in the oversea trade.

That your Memorialists further notice that of the vessels totally lost in 1865, only 245, and of those partially lost, only 501, could attribute the casualties that overtook them to stress of weather; and that of the number of 2,012 lost or damaged, 535 were laden colliers, and 140 colliers in ballast; and that, independently of the considerable loss of property, these disasters led to the serious sacrifice of 698 lives.

That your Memorialists have reason to believe that a large proportion of losses at sea may be attributed to the fact of many vessels being sent out in an unseaworthy condition, inefficiently equipped, or overladen; and not unfrequently, also, the disasters may be traced to incompetency or carelessness on the part of those in command.

That your Memorialists, therefore, venture to suggest for your consideration the importance of an Inspector of Shipping being appointed at the most important ports, whose duties in respect of shipping shall be analogous to those now discharged by Government Inspectors in regard to mines and factories; that is, to periodically examine all such British vessels as hold no certificate of classification from either London or Liverpool Lloyd's in England, or from the French Veritas, on the same principle as that already applied to passenger steamers, and to the competency of masters by the "Merchant Shipping Act," and that the owners of all such vessels shall be compelled to obtain a certificate of seaworthiness from such Government Inspector, or, in default thereof, be subject to the same penalties as are imposed by section 318 of the "Merchant Shipping Act," on owners of passenger steamers.

That from the indisposition generally shown by private individuals to undertake the conducting of inquiries before the Local Marine Boards against shipmasters and seamen, under section 241 and following sections of the "Merchant Shipping Act of 1854," and "Amendment Act of 1862," section 23, your Memorialists recommend the appointment at each important seaport town, having a Marine Board, of a legal functionary to undertake, on behalf of the Government, the conducting of all such inquiries, a power which your Memorialists believe is vested in, but has been rarely exercised by, the Board of Trade.

That your Memorialists feel that more frequent examination into the causes of losses and disasters at sea cannot be too strongly urged, and that the appointment of such a legal officer as above recommended, though it might for a short time considerably increase the number of such inquiries, yet would, from the results obtained therefrom, without doubt, directly tend to reduce the number of such losses and disasters most materially.

That it also seems highly important to your Memorialists that at the present day masters engaged in the home-carrying trade should be obliged to pass an examination, and obtain certificates of competency in the same manner as those engaged in home-passenger and other trades.

Signed at Batley, this 14th day of December 1866, on behalf of the Batley Chamber of Commerce,

John Jubb, President.

— No. 10. —

(W. 5545.)

Board of Trade to Batley Chamber of Commerce.

Board of Trade, Whitehall,
19 December 1866.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *14th instant, forwarding a Memorial from the Batley Chamber of Commerce on the subject of the increasing number of wrecks and casualties at sea, and suggesting certain means which, if carried out, would, in the opinion of the Chamber of Commerce, tend to reduce the number.

* *See ante*, No. 9.

In reply, I am to inform you that the subject shall receive the serious consideration of this Board.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Batley Chamber of Commerce.

— No. 11. —

W. 5693.

Bristol Chamber of Commerce to Board of Trade.

Bristol Chamber of Commerce,
52, Queen-square,
Bristol, 22 December 1866.

Sir,

I AM directed to forward to you the accompanying Memorial of this Chamber on the subject of the inspection of home-trade vessels, and the examination of masters and engineers of such vessels, including steam tugs, and to request that you will be pleased to lay the same before the Right Honourable the President and the Lords of the Privy Council for Trade.

I have, &c.
(signed) *Leod. Bruton*, Secretary.

The Secretary to the Board of Trade,
Whitehall, London.

Enclosure in No. 11.

(W. 5693.)

To the Right Honourable Sir *Stafford Northcote*, M.P., President of the Board of Trade.

The Memorial of the Bristol Chamber of Commerce

Sheweth,

THAT your Memorialists have had under consideration a Memorial recently presented to you by the †Chamber of Commerce of Newcastle and Gateshead, recommending that vessels in the home trade not holding certificates of classification be placed under inspection and supervision, and that the masters and other officers be compelled to obtain certificates of competency, as is now the case with classified vessels and steamers carrying passengers.

† *See ante*, Enclosure in No. 3.

That your Memorialists approve of, and concur in such recommendation of the said Memorial for the reasons therein at length set forth.

That your Memorialists also concur in the recommendation of the said Memorial for the appointment at seaport towns where a Local Marine Board exists, of a legal functionary to conduct inquiries into the several matters coming before such Boards for investigation.

That your Memorialists would also beg leave respectfully to direct your attention to the desirability of extending to steam tugs the above referred-to regulations with regard to steamers carrying passengers, in order that the masters

masters and engineers shall be required to undergo some examination, and to obtain certificates; such examination to have special regard to sobriety and general character in the case of the masters, and to a special knowledge of the rivers and channels they are to navigate, as well as to the best course to be adopted in any case of emergency.

That the attention of your Memorialists has been particularly drawn to steam tugs in consequence of the explosion of the boiler of the "Black Eagle," which took place on the 1st day of November last on the river Avon, at the Hotwells in this port. The details of this occurrence, when five lives were lost, many others jeopardised, and a considerable amount of property was destroyed, your Memorialists believe have been reported to your Right Honourable Board by Mr. Galloway, one of your Inspectors, but if required your Memorialists will furnish further particulars relating to it.

Your Memorialists believe that there are other cases which show the necessity for such preventive measures of inspection as are here recommended, and they are at least quite sure that a very large amount of life and property are daily seriously endangered by the want of such regulations as they now pray your Right Honourable Board to institute; and in conclusion, your Memorialists venture strongly to recommend those several matters to the serious consideration of your Right Honourable Board.

Signed, on behalf of the Bristol Chamber of Commerce,

Augustus Phillips, Chairman.
Leonard Bruton, Secretary.

Dated at Bristol, 17 December 1866.

— No. 12. —

(W. 5693.)

Board of Trade to Bristol Chamber of Commerce.

Board of Trade, Whitehall,
28 December 1866.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *22nd instant, forwarding a Memorial from the Bristol Chamber of Commerce on the subject of the inspection of home-trade ships and steam tugs, and the examinations of masters and engineers of such vessels.

* *See ante*, No. 11.

In reply, I am to inform you that the subject shall receive the serious consideration of this Board.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary, Chamber of Commerce,
52, Queen-square, Bristol.

— No. 13. —

(M. 29.)

MEMORIAL of the Dewsbury Chamber of Commerce.

To the Right Honourable Sir *Stafford H. Northcote*, Bart., M.P., President of the Board of Trade.

The Memorial of the Dewsbury Chamber of Commerce

Respectfully Sheweth,

THAT your Memorialists beg to call your attention to the large and increasing number of losses of ships at sea.

That your Memorialists observe from the statement published by order of your Honourable Board, that the number of ships reported as lost or damaged

in 1865, was 2,012, representing a registered tonnage of 377,000 tons, of which number 1,690 were known to hold British certificates of registry. Of these 1,690 ships, the number employed in the British coasting trade was 1,198, the remaining 492 having been engaged in the oversea trade.

That your Memorialists further notice, of the vessels totally lost in 1865, only 245, and of those partially lost only 501, could attribute the casualties that overtook them to stress of weather; and that of the number of 2,012 lost or damaged, 535 were laden colliers, and 140 colliers in ballast; and that independently of the considerable loss of property, these disasters led to the serious sacrifice of 698 lives.

That your Memorialists have reason to believe that a large proportion of losses at sea may be attributed to the fact of many vessels being sent out in an unseaworthy condition, or inefficiently equipped or overladen, and that not unfrequently the disasters may also be traced to the incompetency or carelessness on the part of those in command.

That your Memorialists believe that the number of losses arising from obviously preventible causes, is much greater than is generally supposed.

That your Memorialists, therefore, venture to suggest for your consideration the importance of appointing an Inspector of Shipping, whose duties in respect thereof shall be analogous to those now discharged by Government Inspectors in regard to Mines and Factories; that is, to periodically examine all such British vessels as hold no certificate of classification from either London or Liverpool Lloyd's in England, or from the French Veritas, on the same principle as that already applied to passenger steamers, and to the competency of masters by the "Merchant Shipping Act;" and that the owners of all such vessels shall be compelled to obtain a certificate of seaworthiness from such Government Inspector, or, in default thereof, be subject to the same penalties as are imposed by section 318 of the "Merchant Shipping Act," on owners of passenger steamers.

That from the indisposition generally shown by private individuals to undertake the conducting of inquiries before the Local Marine Boards against shipmasters and seamen, under section 241 and following sections of the Merchant Shipping Act of 1854, and the 23rd section of the Amendment Act of 1862, your Memorialists recommend the appointment of a legal functionary at each important seaport town having a Marine Board, who shall undertake, on behalf of the Government, the conducting of all such inquiries: a power which your Memorialists believe is vested in, but has been rarely exercised by the Board of Trade.

That your Memorialists feel that more frequent examination into the causes of losses and disasters at sea cannot be too strongly urged; and that the appointment of such a legal officer as above recommended, though it might for a short time considerably increase the number of such inquiries, yet would, from the results obtained therefrom, without doubt, directly tend to reduce the number of such losses and disasters most materially.

That it also seems highly important to your Memorialists that at the present day masters engaged in the home-carrying trade should be obliged to pass an examination, and obtain certificates of competency in the same manner as those engaged in home-passenger and other trades.

Your Memorialists, therefore, pray, that the foregoing suggestions may receive the favourable consideration of your Honourable Board, and that such regulations may be made as shall considerably diminish the annual loss of life and property at sea.

And your Memorialists will ever pray, &c.

Signed, on behalf of the Dewsbury Chamber of Commerce,

Benj. Blakeley, President.
Jesse Smith, Secretary.

Chamber of Commerce, Dewsbury,
19 December 1866.

— No. 14. —

(M. 29.)

Board of Trade to Dewsbury Chamber of Commerce.

Board of Trade, Whitehall,
3 January 1867.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of a Memorial from the Dewsbury Chamber of Commerce, dated *19th ultimo, relative to losses of ships at sea and the means necessary for their prevention.

* *See ante*, No. 13.

In reply, I am to inform you that the subject will receive the careful consideration of this Board.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Chamber of Commerce, Dewsbury.

— No. 15. —

(M. 127.)

Edinburgh Chamber of Commerce to Board of Trade.

Chamber of Commerce, Edinburgh,
4 January 1867.

Sir,

I AM directed by this Chamber to transmit to you the accompanying Memorial, praying that the Government will cause inquiries to be made into the increasing loss and disaster at sea.

I have, &c.
(signed) p. *James Greig*, Secretary,
C. T.

To the Right Hon.
Sir S. H. Northcote, Bart., M.P.,
&c. &c. &c.

Enclosure in No. 15.

(M. 127.)

To the Right Honourable Sir *Stafford Northcote*, Bart., M.P., President of the Board of Trade.

The Memorial of the Chamber of Commerce, and Manufacturers in the City of Edinburgh, incorporated by Royal charter,

Sheweth,

THAT your Memorialists beg to call your attention to the increasing losses and disasters at sea, many of which have evidently arisen from preventible causes; a fact that is established by a reference to the Return for 1865, published under the sanction of the Honourable Board of Trade, in which it is shown that more than an eighth of the vessels lost were represented to have perished from stress of weather, leaving seven-eighths to be ascribed to being in an unseaworthy condition, insufficiently equipped, or overladen; or it may be to incompetency or carelessness on the part of those in command.

That your Memorialists would strongly press upon the Honourable Board over which you preside, and on the Government, the necessity of adopting measures to meet this great and growing evil, and especially to institute in the first instance a formal inquiry into the causes of the recent numerous losses and disasters at sea, and to adopt such measures as are practicable to prevent such losses and disasters.

Signed, in name and by appointment of the Chamber, this 4th day of January 1867,

George Harrison, Chairman.

— No. 16. —

(M. 127.)

Board of Trade to Edinburgh Chamber of Commerce.

Board of Trade, Whitehall,
9 January 1867.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *4th instant, transmitting the Memorial of the Edinburgh Chamber of Commerce, praying that Her Majesty's Government will cause inquiries to be made into the increasing losses and disasters at sea; and to acquaint you that the subject is receiving the attentive consideration of the Board of Trade.

* *See ante*, No. 15.

I am, &c.
Thomas Gray.

The Secretary,
Chamber of Commerce, Edinburgh.

DISASTERS AT SEA.

COPIES of MEMORIALS of COMMUNICATIONS recently addressed to the Board of Trade on the Subject of DISASTERS at SEA and their Prevention.

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed,*
3 *May* 1867.

266.

Under 2 *oz.*

THE "ELIZABETH BUCKHAM."

RETURN to an Order of the Honourable The House of Commons, dated 5 April 1867;—*for*,

COPY "of any CORRESPONDENCE between the Board of Trade and any Public Department or Persons, and of any REPORTS made to the Board of Trade respecting the WRECK of the 'ELIZABETH BUCKHAM,' and pillage of her Cargo."

Board of Trade, June 1867.

T. H. FARRER.

(Mr. Thomas Baring.)

Ordered, by The House of Commons, *to be Printed*, 30 *April* 1867.

LIST OF PAPERS.

No.		
1	30 November 1866	(W. 5202) Extract from the "Daily Telegraph"
2	1 December 1866	„ Board of Trade Minute to Liverpool Receiver of Wreck
3	3 December 1866	„ Liverpool Receiver of Wreck to Board of Trade
4	5 December 1866	„ Controller General of Coast Guard to Board of Trade
5	7 December 1866	„ Board of Trade Minute to Solicitor to the Customs
6	7 January 1867	„ Solicitor of Customs to Board of Trade
7	29 November 1866	(W. 5203) Liverpool Receiver of Wreck to Board of Trade
8	1 December 1866	„ Board of Trade to Liverpool Receiver of Wreck
9	3 December 1866	„ Liverpool Receiver to Board of Trade
10	10 December 1866	(W. 5396) Controller General of Coast Guard to Board of Trade
11	14 December 1866	„ Board of Trade to Controller General of Coast Guard
12	14 December 1866	„ Board of Trade to Secretary to the Customs
13	13 December 1866	(W. 5493) Lieutenant General Sir E. Cust to Board of Trade
14	19 December 1866	„ Board of Trade to Lieutenant General Sir E. Cust
15	20 December 1866	„ Board of Trade to Home Office
16	26 December 1866	(W. 5730) Liverpool Receiver of Wreck to Board of Trade
17	28 December 1866	(W. 5773) Customs to Board of Trade
18	7 January 1867	„ Board of Trade to Customs
19	31 December 1866	(M. 4) Admiralty to Board of Trade
20	8 January 1867	(W. 5773) Board of Trade to Admiralty
21	8 January 1867	(M. 250) Home Office to Board of Trade
22	25 January 1867	„ Board of Trade to Home Office
23	25 January 1867	„ Board of Trade to Admiralty
24	25 January 1867	„ Board of Trade to Customs
25	23 January 1867	(M. 625) Customs Solicitor to Board of Trade
26	5 February 1867	(M. 1057) Customs Solicitor to Board of Trade
27	5 February 1867	(M. 1093) Customs Solicitor to Board of Trade
28	9 February 1867	(M. 1229) Admiralty to Board of Trade
29	27 February 1867	„ Board of Trade to Admiralty
30	11 February 1867	(M. 1248) Home Office to Board of Trade
31	5 March 1867	„ Board of Trade to Home Office
32	23 February 1867	(M. 1646) Customs Solicitor to Board of Trade (Minute)
33	28 February 1867	(M. 1805) Admiralty to Board of Trade
34	6 March 1867	„ Board of Trade to Admiralty
35	6 March 1867	„ Board of Trade to Major J. Greig
36	6 March 1867	„ Board of Trade to Customs
37	6 March 1867	„ Board of Trade to Captain H. D. Grant, R.N.
	6 March 1867	„ Board of Trade to John Hughes, Esq.
38	6 March 1867	„ Board of Trade to Home Office
39	6 March 1867	„ Board of Trade to General Sir E. Cust
	6 March 1867	„ Board of Trade to T. J. Smith, Esq.
40	7 March 1867	(M. 2001) Cheshire Chief Constable to Board of Trade
41	8 March 1867	(M. 2059) Captain Grant to Board of Trade
42	10 March 1867	(M. 2072) General Sir E. Cust to Board of Trade
43	13 March 1867	„ Board of Trade to Sir E. Cust
44	13 March 1867	„ Board of Trade to J. Hughes, Esq.
	13 March 1867	„ Board of Trade to Captain Grant
45	12 March 1867	(M. 2149) Admiralty to Board of Trade
46	14 March 1867	(M. 2201) Customs to Board of Trade
47	15 March 1867	„ Board of Trade to Customs
48	16 March 1867	„ J. Hughes, Esq., to Board of Trade
49	18 March 1867	„ Board of Trade to Customs
50	28 March 1867	(M. 2690) Captain H. D. Grant, R.N., and Mr. Hughes to Board of Trade

COPY of CORRESPONDENCE between the Board of Trade and any Public Department or Persons, and of REPORTS made to the Board of Trade respecting the WRECK of the "ELIZABETH BUCKHAM," and pillage of her Cargo.

— No. 1. —

(W. 5202.)

EXTRACT from "THE DAILY TELEGRAPH," 30 November 1866.

A DRUNKEN ORGIE AT NEW BRIGHTON.—On Wednesday New Brighton, the well-known watering-place on the Mersey, was a scene of great excitement, in consequence of a large portion of the cargo of a brig which had been wrecked on the previous day having been washed ashore near that place. Upwards of 130 puncheons of rum and several bales of cotton, together with some empty sugar hogsheads, lay close to the Ferry Hotel, guarded by the Customs officers. Many of the rum casks had been "tapped" before they fell into the hands of the Coastguardsmen, and the drinking of the raw rum caused a scene of debauchery totally indescribable. One youth, named Foulds, managed to get some of the rum, and such were the consequences that, notwithstanding every medical attention, he succumbed to the fatal effects of the drink. Another man, a painter, emptied his paint-can, wiped it with a bunch of grass, filled it with rum, took a drink, fell on his head in a pool of water, and, had it not been for some passers-by, would, no doubt, have lost his life. As it is, he at present lies very ill from the effects of the spirit. Hundreds of similar cases could be mentioned. All through Tuesday night and Wednesday morning, men and women, and even children, were found in a state of unconscious intoxication among the sandhills, and were removed as soon as possible to their different homes, where the stomach-pump was applied. None of the bodies of the crew of the ill-fated brig have been recovered, and, with the exception of the wreck washing ashore at New Brighton and Hoylake, all traces of the unfortunate vessel have vanished.

— No. 2. —

(W. 5202.)

BOARD OF TRADE MINUTE to Receiver of Wreck at Liverpool.

The Receiver, Liverpool, for his Report.

THIS plunder has not been reported by the Receiver.

1 December 1866. (signed) *T. H. Farrer.*

— No. 3. —

(W. 5202.)

Liverpool Receiver of Wreck to Board of Trade.

Sir, Custom House, Liverpool, 3 December 1866.

I ENCLOSE the only report I have received on the subject. I had no opportunity of conferring with the Inspecting Commander till Saturday. He is of opinion that the Coastguard did all in their power to prevent plunder, and I have no reason to suppose that any plunder has taken place except through people drinking on the spot. I have no Customs officer at New Brighton, but so soon

as I heard that goods were coming ashore I sent a sufficient force of Customs officers to protect the revenue, and I also sent the assistant receiver to the spot. It was quite impossible for the few men employed in the Coastguard to protect more than one mile of the beach, and on distant parts the country people had full opportunity of wrecking as much as they thought fit. I believe the statements in the papers are not entirely true; there is much exaggeration.

I am, &c.
(signed) *W. P. Gardner.*

Enclosure 1, in No. 3.

Coast-guard Station, New Brighton,
28 November 1866.

Sir,

I BEG most respectfully to inform you that after returning from visiting my guards at 3.15 a.m. on the 27th instant, I was called to go off in the life-boat with the two men I have at this station, at 7 a.m., seeing that the life-boat was not to go afloat. I proceeded along the beach with my men as far as the Rednoses.

By the glass I saw portion of wreck on the bank, which I supposed to be part of the hull of some vessel.

On the making of the flood-tide, I saw by the glass, casks washing along the Channel.

I placed the two men with myself along the beach to secure all that came on shore. I succeeded in saving some 80 casks of rum and several bales of cotton. I immediately sent for carts to bring the cargo to my station for safety. I returned at 3.30 p.m. with a gentleman from the Underwriters, and requested him to go to Mr. Byrns and inform him of what had taken place here, which he promised to do; also giving him a portion of the ship's log-book, which I secured in my gloves. I then went back along the beach to Leasowe, and placed a portion of the Hoylake men of the Coastguard on the beach with the two men I had, to protect the property.

I beg to state that I was most kindly assisted by the police force under the superintendent and inspector.

I had no means of communication with Mr. Byrns until to-day, nor with my inspecting commander. I saw Mr. Byrns at 11.30 a.m. to-day, and my inspecting commander at noon, having sent one of my family to inform him of the circumstance.

When Mr. Byrns came with some officers, I sent part of my men to rest, after being in our wet clothes 17 hours without food; at 1 p.m. I was again at the cargo, and have now left to communicate to you, 6 p.m.

I am, &c.
(signed) *Geo. E. Springett,*
Chief Boatman in Charge.

W. P. Gardner, Esq.,
Custom House, Liverpool.

Enclosure 2, in No. 3.

Coast-guard Station, New Brighton,
30 November 1866.

Sir,

I HAVE the honour to inform you that on the morning of the 28th instant a man was brought to me by one of the Coast-guard, found in the act of drawing rum from a cask on the beach by means of a large gimblet; he had when found rum in a bottle or can, and I immediately sent the man to Egremont by one of our men, to be locked up. His name is Peter Rogan, and he does not deny the charge against him.

The delay in not reporting the case to you before was caused by the man who took the prisoner going back to Hoylake without giving his name to me before he left.

I have the gimblet in my possession, but the rum was thrown away in the scuffle between the two men.

The man's name who took the prisoner is Webster.

I am, &c.
(signed) *Geo. E. Springett,*
Chief Boatman in Charge.

W. P. Gardner, Esq.,
Custom House, Liverpool.

— No. 4. —

(W. 5202.)

Commodore Controller General of Coast Guard to Board of Trade.

The Commodore Controller General of Coast Guard, being asked if he had received any Report, replied as follows:—

Coast Guard Office, 5 December 1866.

HAVING read an article in "The Daily Telegraph" of Saturday last (1 Dec.) on this subject, I forwarded it by that night's post to Captain Paynter, H.M.S. "Donegal," with directions to make inquiry into this affair, and report to me the result. I have not yet received that officer's reply, but so soon as I do I will forward a copy of it to the Board of Trade for their Lordships' information.

(signed) *J. W. Tarleton,* Commodore Controller General.

To the Secretary, Board of Trade.

— No. 5. —

(W. 5202.) (Immediate.)

Board of Trade Minute to Solicitor of the Customs.

THE man who was seized in taking the rum should be prosecuted at once. Send papers to Solicitor accordingly.

7 December 1866. (signed) *T. H. Farrer.*

— No. 6. —

Solicitor of Customs to Board of Trade.

Customs, 7 January 1867.

I BEG to report the conviction of Peter Rogan, under Section 478 of the Merchant Shipping Act, in a penalty of 1 *l.*, and 11 *s.* 6 *d.* costs, which were paid. The result of the prosecution has been recorded as usual.

To the Marine Secretary, Board of Trade. (signed) *R. Beverley.*

— No. 7. —

(W. 5203.)

Liverpool Receiver of Wreck to Board of Trade.

Sir, Custom House, Liverpool, 29 November 1866.

I TRANSMIT, for your consideration, the following report of the assistant receiver, and adverting to the fact that the vessel is a total wreck, the crew all lost, and the goods being on the beach, I beg to be informed whether we are to take possession of the goods and pass them through our books, or to allow the agent for the underwriters to keep them without interference on my part. It was the practice in Dublin not to admit the claims of underwriters or agents of insurers without your direct authority.

Enclosure in No. 7.

I am, &c.

To the Secretary, Board of Trade. (signed) *W. P. Gardner.*

Enclosure in No. 7.

Sir, Custom House, Liverpool, 29 November 1866.

HAVING, in obedience to your directions, on yesterday morning proceeded along the beach from Egremont to Leasowe, I found about 114 casks of rum, 10 bales of cotton, and some empty casks and sugar hogsheads had been washed in and picked up. They

formed portion of the cargo of the brig "Elizabeth Buckham," from Demerara to this port, which vessel, it appears, with all hands had been lost on the Burbo Bank on the night of the 26th instant.

The agents of the Underwriters' Association were in attendance, and having subsequently satisfied me, by the production of a written authority and the bills of lading, that they were duly appointed to act on behalf of the insurers or owners of the cargo, I did not interfere further than tender my services, and suggested, that as the rum lying on the open beach would be exposed to pillage, it should be shipped on board a lighter with all possible despatch, and brought over here in charge of officers. That course was adopted, and I anticipate it will all be removed in the course of this day.

The property was protected by the officers of the coast guard and police until the arrival of Mr. Genn, acting surveyor, and a staff of out-door officers, who were in charge when I left the beach last night.

I beg to add, that the 19 casks of rum, one cask of brandy, and two bales of cotton picked up afloat have been deposited in the Queen's warehouse. Trusting that the course pursued in this case may meet approval,

I am, &c.
(signed) *Martin Byrne.*
Assistant Receiver.

W. P. Gardner, Esq.

— No. 8. —

(W. 5203.)

Board of Trade to Liverpool Receiver of Wreck.

The Receiver, Custom House, Liverpool.

As there are claims for watching and protecting, it will be necessary to enter the wreck in the report book, and sufficient must be retained to cover the expenses, unless the money is lodged with the Receiver.

1 December 1866. (signed) *T. H. Farrer.*

— No. 9. —

(W. 5203.)

Liverpool Receiver of Wreck to the Board of Trade.

Sir, Custom House, Liverpool, 5 December 1866.

Your order will be carried out; but the point on which I beg to be enlightened is this,—have I your authority to admit in similar cases the claims of underwriters or salvage agents, and, in the absence of any charges, give up the goods without special directions?

(signed) *W. P. Gardner.*

— No. 10. —

(W. 5396.)

Controller General of Coast Guard to Board of Trade.

"Elizabeth Buckham."—Wreck at New Brighton.

Proceedings of Coast Guard on the occasion.

Admiralty, Department of the Commodore,
Controller General of Coast Guard,
26, Spring Gardens, S.W., 10 December 1866.

Enclosure in No. 10.

I beg to forward, for the information of the Marine Department, Board of Trade, the result of an inquiry into the proceedings of the coast guard on the occasion of this wreck, arising out of an article which appeared in the "Daily Telegraph" of 30th ultimo, upon this subject.

The enclosed are requested to be returned after perusal.

T. H. Farrer, Esq.,
&c. &c. &c.
Board of Trade.

(signed) *J. W. Tarleton.*
Commodore Controller General.

Enclosure in No. 10.

(Reporting the Proceedings of the Coast Guard in protecting the Cargo of the "Elizabeth Buckham.")

59, Church-street, Birkenhead,
Sir, 6 December 1866.

THE following particulars relating to the staving-in and drinking the contents of certain casks of rum washed on shore at New Brighton, together with the proceedings of the coast-guard men on this occasion, I have the honour to forward for your information—

The cargo of the "Elizabeth Buckham," consisting of rum, sugar, and cocoa-nuts, commenced to wash on shore with the flood tide on the forenoon of the 27th ultimo, and continued to drift in, until the ebb tide made, or about 3 p. m., when the three guards of the detachment (10, 11, and 12) were covered with rum puncheons.

The casks were observed by the chief boatman in the offing early in the forenoon, and he with his men were on the spot, and assisted in getting the first two or three that arrived near the beach to the shore; he appears, however, to have had no idea that the whole of this vessel's cargo would be washed up with this one tide.

About 1.30 p. m. he was joined by the whole of the crew from the main station. The day watchman at Hoylake, No. 11, observing a number of cocoa-nuts washing on shore, returned to report this circumstance to the chief officer, when the senior commissioned boatman, No. 5, was directed to examine the beach to the eastward with the watchman, and on their rounding Dove Point a number of casks were observed floating in the offing; a man was at once employed to convey this information to the station, when the whole of the crew proceeded to the eastward, joining the detachment at the time before stated, and they continued on duty all that night, and until the casks had been placed in safety the following morning, using every possible means to obtain carts, to convey the rum on to New Brighton, and protecting it from being broached and pillaged by the crowds and gangs of people of the lowest order, that had assembled from the neighbouring dock cottages, and breaking the bottles and other utensils that they had brought down for carrying off this liquor.

The chief officer I find proceeded to Liverpool at 11 a. m., having made arrangements to meet the Receiver of Wreck, to pay him the sum of 70 *l.*, being the proceeds of the sale of the ship "Sunda," and on his arrival in town, hearing of the wreck of the "Elizabeth Buckham," returned with all despatch to the station. A little before 8 p. m. No. 12 returned, bringing him information of the proceedings to the eastward, and he at once started with him in that direction.

Passing through the 9th guard a number of casks were observed coming in with the tide, and as there were a number of men seen prowling about the sandhills, he left No. 12 on this guard and proceeded on to the eastward.

At midnight Nos. 5 and 8 were passed, who informed him that the chief boatman had secured the rum casks, and feeling doubtful as to the nature of the casks he had himself seen on the 9th guard, he considered it advisable to patrol that immediate neighbourhood himself: these casks turned out at daylight to be sugar hogsheads.

A daughter of the chief boatman arrived at my residence the following morning, bringing me information of what had taken place, when I immediately proceeded to the spot. On my arrival I found that the greater portion of the rum had been carted up towards the New Brighton Pier, and that several Custom-house officials had arrived to assist and take overcharge of the rum preparatory to its being removed to Liverpool.

Having satisfied myself that every possible arrangement had been made during the night for securing and collecting the casks to one spot, and finding that a vessel was expected to remove the rum with the least possible delay to the Custom-house, I proceeded to examine the coast as far as Hoylake. Passing through the different guards I found that nothing remained but a few empty sugar hogsheads with some cocoa-nuts. Conferring with the chief officer, I directed that all the crew (the watchman excepted) should be sent on and kept at New Brighton until the last cask of rum had been shipped for Liverpool.

The intelligence of the vessel having gone to pieces appears to have circulated amongst the neighbouring inhabitants with wonderful rapidity, for towards dusk the beach between New Brighton and Leasowe presented more the appearance of a fair, men and women arriving from all directions, with tools and every appliance for breaking into and carrying off the rum, and although numbers of casks were broached, and prisoners taken for so doing, the men found it impossible to secure them unless they kept the cargo exposed whilst handing them over to the authorities. I would here venture to observe, that the statements put forward in the local and other public journals are, in my opinion, greatly exaggerated; for although many disgraceful drunken scenes took place, I think, when it is taken into consideration that upwards of 100 casks of rum came on shore, covering a line of coast to the extent of four miles, it would be difficult to estimate the number of men that would be required to put a stop altogether to these malpractices.

In conclusion, it is with great satisfaction I am able to report that not one single case of

of drunkenness occurred amongst the crew, although I find that great temptations were thrown in their way, and I consider their conduct, and the manner they performed the duty on this occasion, to be highly creditable to them.

I have, &c.
(signed) *William Frederick Lee,*
Inspecting Commander.

Captain J. A. Paynter, R.N.,
H. M. S. "Donegal," Rock Ferry.

— No. 11. —

(W. 5396.)

Board of Trade to Controller General of Coast Guard.

Board of Trade, Whitehall,
14 December 1866.

Sir,

I AM directed by the Board of Trade to return the papers forwarded in your letter of the *10th instant, showing the result of an inquiry instituted by you into the proceedings of the coast guard on the occasion of the wreck of the "Elizabeth Buckham" at New Brighton.

* *See ante*, No. 10, and Enclosure.

From that report it would appear that the coast guard exerted themselves, but the Board of Trade would wish to be informed specially on the following points, viz. :—

The number of casks that were actually plundered.

Why carts and horses were not hired to carry the goods into a place of security as they came ashore.

Whether any of the plunderers are known and can be detected.

If they are not known, why steps were not taken to identify them at the time the plunder was going on.

Whether immediate steps were taken to secure the attendance of the Receiver, of the magistrates, or of the local police; and if not, why not.

The Board of Trade are informed that the statements in the newspapers are not in the least exaggerated, and they do not doubt that you will agree that it is very important to ascertain whether the outrages which took place might not have been prevented. They have also asked the Board of Customs to cause careful inquiry to be made at an early day.

I have, &c.
(signed) *T. H. Farrer.*

The Commodore Controller General
of Coast Guard.

See No. 13.

P.S.—Since the above letter was written the enclosed letter, dated the 13th instant, has been received from Sir Edward Cust, which states the circumstances of the case fully, and raises a further question as to the indisposition of the Coast Guard to receive assistance.

— No. 12. —

(W. 5396.)

Board of Trade to Secretary to the Customs.

Board of Trade, Whitehall,
14 December 1866.

Sir,

See No. 7, and Enclosure, &c.

I AM directed by the Board of Trade to enclose for the consideration of the Commissioners of Customs copies of papers relative to the plundering of a cargo of rum washed ashore at New Brighton, near to Liverpool, and supposed to have belonged to the "Elizabeth Buckham."

From these papers, and from representations that have been personally made to the Board of Trade, it would appear that there was a great deal of plunder on the occasion referred to, as well as some cases of gross immorality.

It appears to the Board of Trade that the matter cannot be allowed to rest where it is. I am therefore to suggest, for the consideration of the Board of Customs, that it is desirable that further inquiries should be made on the spot, of the Receiver of Wreck and his deputy.

The

The Board of Trade would especially wish to learn what number of casks were actually plundered.

Whether any of the plunderers are known and can be detected. If so, their names should be forwarded, in order that they may be prosecuted at once.

If the names of the plunderers are quite unknown, why no steps were taken to identify them whilst they were plundering.

Whether immediate steps were taken to obtain assistance from the local magistrates and police, and if not, why not.

Why carts were not hired at once to carry the casks to a place of security when they came ashore.

Why the Receiver himself did not, in such an important case as the present, proceed to the spot and take the direction of all persons assembled, as required by the Merchant Shipping Act.

The Board of Trade are informed that the accounts of the plunder and indecencies given in the daily papers are not in the least exaggerated, and they have no doubt that the Commissioners of Customs will agree with them in thinking that very strict inquiry should be made. They have written to the Controller General to the same effect.

I have, &c.

To the Secretary, Customs. (signed) *T. H. Farrer.*

P.S.—Since the above letter was written the enclosed letter, dated the 13th instant, has been received from Sir Edward Cust, which states the circumstances of the case fully, and raises a further question as to the indisposition of the Coast Guard to receive assistance.

See No. 13.

— No. 13. —

(W. 5493.)

Lieutenant General Sir *E. Cust* to Board of Trade.

Leasowe Castle, near Birkenhead,

Sir, 13 December 1866.

I HAVE the honour to wait upon you, at your desire, with some complaint of the very inefficient protection to property and public morals, upon all occasions of wrecking on our shores, afforded by the existing arrangements which have been provided to meet its evil results.

A wreck took place at the Port of Liverpool on the night of Monday, 19th—20th of November, and the high tide of the following day brought up on the Cheshire shore, opposite this house, a number of casks full of rum (proof spirit), bales of cotton, cocoa-nuts, and other tropical produce. I happened to be myself witness of the many flotsoms coming up on the water, and as I foresaw the mischief it would give rise to, on occasions when "everybody's business is nobody's," I gave orders to all my labourers to be ready with my carts to render any service in their power, and also to prepare the barn to receive whatever articles the salvors might bring to it, which had been my custom for many years, in order to remove the inducements to carrying property away to private houses; and then I went down to the shore, after the turn of tide. I addressed the salvors, to renew the notice I always give, that if they chose to avail themselves of my farmyard, I would be responsible to them for their receiving their just amount of salvage, and would give every thing over to the custody of the coast guard in due course; but that otherwise any endeavours to secrete or carry away any portion of the wreck should be visited upon them with all the severity of the law.

Later in the afternoon I was again on the shore, which now literally swarmed with men, women, and children. Upwards of a hundred rum barrels were the centres of numerous congregations, and the people were complaining that they had no means of carrying away what they had secured with much danger and risk; that everything had been chalk-marked by the coast guard with the broad arrow. The "coast guard" consisted of three persons, *but without any commanding officer*. There was no officer of revenue that reported himself to me on the ground, and the preventive men informed me that they were alone in authority, armed with cutlasses, and nobody else should interfere. However, apprehending the consequences of this state of things in the darkness of night,

I took on myself, as a magistrate, to send off a groom to Birkenhead to desire that a body of police should be sent down, which was sent down soon after dark.

Next morning it was reported to me that every description of disorder had disgraced the night, for it was impossible to protect efficiently several miles of shore backed by sandhills in an exceedingly dark and long night. I was informed that fights had taken place for the possession of rum barrels, and that many were staved in and the contents carried away in jugs, mugs, and teapots. The whole shore was indeed still odoriferous of rum, although the whole of the property was by this time removed.

With your permission I will make a few remarks to expose the utter want of system that I have witnessed on all occasions of these lamentable visitations to any such district. It would appear that in the utterly disproportionate strength of the coast guard, and their indisposition to receive assistance, there would seem to be a first and principal consideration in that which ought to be the last in such cases, namely, to secure the dues to the Crown, and the property to the Underwriters, with an utter disregard to the offences that are certain to arise against the peace and public morality, which at this moment of extreme danger is left to take care of itself.

The very efficient institution of a county police is perhaps a new element that has been created since the last regulations in the matter of wreck have been established, and that accordingly its full value and assistance has not been fully recognised. The police is of course, from its organisation and discipline, much more fitted to check every kind of irregularity than the isolated action of the coast guard, who are not much acquainted with or known to the district, and only suited to the normal duties of their establishment, the proper vigilance of the revenue.

The main object in the case of wreck is, I apprehend, to remove from open exposure, and from the cupidity of the unscrupulous, with the greatest expedition possible, every article of supposed value given up by the sea, to guard against theft and consequent violence, and to save as much of the property as can be for the legitimate owners. For this object some authority nearer at hand, and more readily brought to the spot than officers of Customs, should be authoritatively required to take action without being made dependent on the presence or absence of half a dozen other revenue officers, whose duties are more immediately required for the business of the adjoining port; the fittest person to fulfil the requisite duties is, I conceive, without question, the superintendent of county police. He must be resident at no very great distance, has a ready force at his command and can, by communication with the magistracy, summon increased strength if requisite. He knows, and is known to the good and bad of his district, and directly can be found; so that he can, with the easiest expedition obtain the means of removing property to a place of security, and can direct into whose custody it should be delivered up according to law. One consideration, however, should be noted, that as the officer acts altogether irrespective of salvage or personal pecuniary interest, he should not be harassed by being exposed to having claims of ownership made upon him, from which he should be by law protected. His simple task should be, to remove from the shore every motive to crime, and to convey to the custody of the coast guard every moveable article of wreck and property.

I have been acting in concurrence with my brother magistrates in communicating with the Government on this subject. Personally, as resident close to the shore, I have had painful experience for half a century of the host of evils done to a district from the easy principles of dishonesty engrafted on it by the wholesale thefts that wrecking occasions, frequently leading to the most atrocious crime. Mere punishment is inefficient to deter from this evil, and although I have always endeavoured, in my place and station, to reduce the evil consequences that wrecks engender, I am sensible that the only efficient security against it is by a system that shall altogether remove temptation, and this I am convinced is not difficult to establish, if any prompt and decisive action can be devised.

I am, &c.

The Right Honourable the
Vice President of the Board of Trade,
&c. &c. &c.

(signed) *Edw. Cust*, General,
Justice of Peace for the
County of Chester.

— No. 14. —

(M. 5493.)

Board of Trade to Lieutenant-General Sir *E. Cust.*

Board of Trade, Whitehall,
19 December 1866.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *13th instant, calling the attention of this Board to the circumstances attending the wreck of the "Elizabeth Buckham," on the Cheshire coast, in November last.

* See *ante*, No. 13.

In reply, I am to thank you for the interest and trouble you have taken in the matter, and to inform you that communications have been addressed to the Board of Customs and the Controller General of Coast Guard, in order that particular inquiries may be instituted as to the steps taken on the occasion by the officers and men of the Customs and Coast Guard; and a copy of your letter has also been forwarded to the Secretary of State for the Home Department, with the object of obtaining the assistance of the rural police in the event of a similar occurrence.

I am, &c.
(signed) *T. H. Farrer.*

Lieut. General Hon. E. Cust,
Leasowe Castle, Birkenhead.

— No. 15. —

(M. 5493.)

Board of Trade to the Home Office.

Board of Trade, Whitehall,
20 December 1866.

Sir,

I AM directed by the Board of Trade to forward to you the accompanying copy of a letter received from Lieutenant General the Honourable Sir Edward Cust, on the circumstances attending the plunder of the wreck of the "Elizabeth Buckham," on the coast of Cheshire, in November last, and to request that you will be so good as to bring it to the notice of the Secretary of State for the Home Department.

See ante, No. 13.

The case is a very important one, and inquiries have been instituted with the view of ascertaining whether the officers of the Coast Guard and of the Customs have done their duty. But with a view to future cases, the Board of Trade would suggest for the consideration of the Secretary of State, that it is desirable to instruct the local police in the maritime counties and boroughs to give such aid as is in their power to the Coast Guard and Customs officers for the better protection of wrecked property.

A copy of the Instructions under which these officers act is enclosed.

Not printed.

I have, &c.
(signed) *T. H. Farrer.*

The Under Secretary of State,
&c. &c.
Home Office.

— No. 16. —

(W. 5730.)

Liverpool Receiver of Wreck to Board of Trade.

(NOTE to No. 16 and Enclosures.—These Papers were sent to the Solicitor of the Customs, with instructions to prosecute those cases likely to end in conviction.)

Custom House, Liverpool,
26 December 1866.

Sir,

I reported to the Board of Customs some time since that I had instructed Mr. Tyndall, our local solicitor, to use his best exertions to get up cases against the persons concerned in plundering the cargo of the "Elizabeth Buckham;"

and I now send you the evidence which he has obtained. I wish the police had reported these cases at the time, and that they had retained the parties, when they would have been prosecuted under the Customs Laws for three times the value of the goods; and this I think could be done now, but not with so good a chance of success.

These people have also committed an offence against the Merchant Shipping Act; and if the Board of Trade will undertake the prosecution, I will do my utmost to obtain a conviction against the guilty parties.

Should the parties be convicted, it would be very advisable, in my opinion, to have printed notices of the fact posted about the neighbourhood as a caution for the future.

I am, &c.
(signed) *W. P. Gardner.*

The Secretary, Board of Trade.

Enclosure 1, in No. 16.

Sir, 8, North John-street, 26 December 1866.

In accordance with your instructions, I beg to report having gone over to Wallasey and New Brighton to procure evidence against people for unlawfully removing wreck at New Brighton on the 27th and 28th days of November last, and having succeeded in establishing cases against

Robert Peers,	William Jones,
Henry Hickman,	Patrick M'Nally,
Robert Bannister,	George Wilkinson,
Amelia Pulford,	James Daley,
Sarah Rimmer,	Richard Hannen;

and herewith I send you copy of the evidence taken, and shall wait for your further instructions.

A similar case, Reg. *v.* Rogan, will be heard on the 2nd January next.

I am, &c.
(signed) *William Tyndall.*

The Collector H. M. Customs,
Liverpool.

Enclosure 2, in No. 16.

In re Robert Peers, of Egremont Ferry, Engine Tenter, in employment of Commissioners.
„ Henry Hickman, of Egremont, Brick Setter.
„ Robert Bannister, of Egremont, Sawyer, in employment of Commissioners.
„ William Jones, of Egremont, Seaman in one of the Tug-boats.
„ Patrick M'Nally, of Liscard, Labourer, in employment of Commissioners.

William Watson says:—I am Inspector of Police at Egremont; on the 27th day of November last, from information I received, I went, at about 6 p.m., to New Brighton. On the shore about the Red Noses, I saw a great number of rum casks, which had been cast ashore from the vessel "Elizabeth Buckham," wrecked on the Burbo Bank; there were several hundred persons there, carrying cans and bottles. I saw a man drop a can containing rum; he ran away on seeing me; I followed him, and caught him, and brought him back to spot where the can was; I picked up the can which contained rum, and I then searched the man, and on him found a flat glass bottle, filled with rum, and holding about a quart; I asked him where he got it from; he said he had picked it off the shore, where a cask had been upset, and he took me to the alleged spot, but there was no cask there. He gave me his name as , of New Brighton, and on one of my men afterwards saying he knew him, I let him go.

I patrolled the shore in company with Serjeant Hindley until 4 a.m. of the next morning, when I left, leaving two constables, named Parker and Millington, to guard the casks collected opposite the Ferry Hotel. I, accompanied by Serjeant Hindley and P.C. Duffy, then walked along the shore to Egremont Ferry. On arriving there, about 5 a.m., I saw William Jones, Henry Hickman, Robert Bannister, and Patrick M'Nally, outside the gate of the Commissioners' yard, close to where three casks of rum, and one bale of cotton, part of the wreck, which Jones, and another man named William Woodburn, had brought there, and upon which they claimed salvage. Jones and M'Nally were running rum off from one of the casks into a stone basket-jar, and Hickman and Bannister were

were with them, and they were all complaining that the rum did not run out fast enough. Immediately I showed myself, I said they were a pack of thieves, and that I should report them; they went away; I took possession of a gimlet lying on the top of one of the casks, also the stone jar, also a funnel through which the rum was running into the jar, also an iron bucket, in which rum had been, and several empty bottles; I left all these things and the casks in possession of P.C. Duffy. I then saw Peers standing in a gateway near the casks, and he went towards his own house, which is in the yard. I went into the yard, and saw a man run into Peers' house, and I followed, and there saw Mrs. Peers, and a man named John Woolridge, a shoemaker, who was drunk, and smelled strongly of rum. On a table stood two quart bottles and one quart jug, the two former filled with rum, and a little in the jug. I said to Mrs. Peers, "This is fine work here, you must give me up all the stolen rum." She then handed me the two bottles, saying it was all she had; but afterwards, on my saying I should search the house, she produced several other similar bottles filled with rum, and regretted having anything to do with them; she said they had brought it in. I took possession of these bottles, and gave them into Duffy's possession. Serjeant Hindley then informed me that he heard Peers dropping bottles into the petty; I went with him there, and saw Peers sitting on the seat; he denied having dropped any bottles, but Hindley got a light, and found three bottles filled with rum down the petty.

(signed) *Wm. Watson.*

JOHN HINDLEY says:—I am a Serjeant in the Wallasey Constabulary. On the morning of the 28th November I accompanied Mr. Watson from New Brighton to Egremont along the shore, and I corroborate his above evidence as to what took place at Egremont Ferry; there was also a man named Wm. Woodburn, who said he had reported the casks to the coast guard, and that the above men, by taking the rum, were robbing him of his salvage.

(signed) *Jno. Hindley.*

Enclosure 3, in No. 16.

In re Richard Hannen, of Grove Road, Wallasey.

Offence, 27 November 1866.

THOMAS PERCIVAL, No. 160, in Wallasey Constabulary, says:—I was on duty on the shore at New Brighton on the 27th November last; there was a large quantity of wreck on the shore, consisting of casks of rum, brandy, and cotton; great numbers of people were there, who broached the casks whenever they could get an opportunity. Between 3 and 4 o'clock, p.m., I met Hannen in the sandhill close to the shore; I noticed something bulky in his coat; I asked what he had got there? he replied, "Nothing but a bottle"; I then searched him, and found on him two flat quart bottles filled with rum. I said, "Where did you get these?" and he replied, "From the shore." I handed the bottles afterwards to Mr. Springett of the coast guard. A little beyond where I stopped Hannen, I came upon a cask of rum which had been broached, and rolled from off the shore.

(signed) *Thos. Percival.*

Enclosure 4, in No. 16.

In re George Wilkinson, Car Proprietor, New Brighton.

Offence, 27 November 1866.

JAMES BOWDEN, No. 157, of the Wallasey Constabulary, says:—On the evening of the 27th November last, I was on duty along the shore at New Brighton, guarding a quantity of rum casks which had been cast ashore; there were crowds of people there endeavouring to get rum from the casks; I saw George Wilkinson coming from the direction of some of the casks; I knew him, and seeing something bulky about his clothes, I said, "What have you got there?," he replied, "Nothing." I then searched him, and took from him two wine-bottles of rum, one from each side-pocket. I said, "Where did you get these from"? he replied, "Along the shore," and that I might as well let him keep them; I took the bottles and broke them, to prevent others from having them.

(signed) *James Bowden.*

Enclosure 5, in No. 16.

In re Mrs. Amelia Pulford, of Wallasey.

Offence, 27 November 1866.

THOMAS PERCIVAL, No. 160, Police Constable, says:—On the 27th November last, as I was on duty at New Brighton, about 4 p.m., I saw Mrs. Pulford in the sandhill, as if coming from the shore; she had something under her shawl; I stopped her, and she produced a quart glass bottle filled with rum, which she said she had got from the shore; I took possession of it, and handed it to Springett, of the coast guard.

(signed) *Thomas Percival.*

Enclosure 6, in No. 16.

In re James Daley, of New Brighton, Baker.

Offence, 27th November 1866.

GEORGE PARKER, No. 150, in the Wallasey Constabulary, says:—On the evening of the 27th November last, I was on duty on the shore at New Brighton, guarding wreck, consisting of cotton and casks of rum. A great number of people were there trying to get the rum. I saw James Daley there. I stopped him and searched him, and took from his pockets one glass bottle containing about one pint of rum, also a stone bottle containing about a quart of rum, and a large gimblet; he begged very hard for me to give him back the gimlet, but I did not.

(signed) *George Parker.*

Enclosure 7, in No. 16.

In re Sarah Rimmer, of New Brighton.

Offence, 27th November 1866.

JOHN HINDLEY, says:—I am a Serjeant in the Wallasey Constabulary. On the night of the 27th November last, I was on duty on the shore at New Brighton, in the Township of Liscard. There was a quantity of wreck, consisting of casks of rum, on the shore, and I was guarding them. Many of the casks were broached by people boring them with gimlets. I saw rum running from a hole bored in one of the casks, and a woman named Sarah Rimmer collecting the rum in a can; I seized the can and put it down on the ground by the barrel. I cautioned her not to touch it or I should lock her up, and she went away to a short distance. I then moved on to another cask, about five yards off, when I saw Rimmer return to the can and run away with it. I followed, and took her with the can of rum in her hand.

(signed) *John Hindley.*

— No. 17. —

(W. 5773.)

Board of Customs to Board of Trade.

Sir, Custom House, 28 December 1866.

* See *ante*, No. 12.

HAVING laid before the Board of Customs your letter of the 14th* instant, transmitting copies of papers relative to the plundering of a cargo of rum washed ashore at New Brighton, near to Liverpool, and supposed to have belonged to the "Elizabeth Buckham," and suggesting that, as it would appear that there was a great deal of plunder on the occasion referred to, as well as some cases of gross immorality, further inquiries should be made on the spot of the Receiver of Wreck and his deputy,—

See Enclosure No. 1.

I am desired to transmit to you herewith, for the information of the Lords of the Committee of Privy Council for Trade, copy of a Report which this Board have received from their collector at Liverpool, in his capacity of Receiver of Wreck, together with copies of the enclosures therein referred to.

See Enclosure No. 2 *et seq.*

I am, &c.

(signed) *George Dickins.*

Enclosure 1, in No. 17.

Custom House, Liverpool,
19 December 1866.

Honourable Sirs,

BEFORE I was in the receipt of your order I was using means to discover the names of the persons who were supposed to be concerned in plundering this cargo, and I had on my own responsibility instructed Mr. Tyndall, our local solicitor, to take up the matter. The points on which the Board of Trade now require information are—

The number of casks plundered?

Whether the plunderers are known? and, if known, to send their names, in order that they may be prosecuted.

If the names of the plunderers are not known, why no steps were taken to identify them whilst plundering. Whether immediate steps were taken to obtain assistance from the magistrates and police, and, if not, why not? Why carts were not hired at once to carry the casks to a place of security?

Why the receiver himself did not, in such an important case, proceed to the spot?

It appears to me that Board of Trade are not fully aware of the circumstances attending this wreck. The vessel was not wrecked on the beach, but she struck at night on the Burbo Bank or sand, six miles out to sea; neither myself nor any of the officers under me had any knowledge of the fact till a telegram was sent to Mr. Byrne, the assistant receiver of wreck, on the afternoon of the 27th ultimo; the information then afforded was, that some vessel had been wrecked on the Burbo, and that casks would likely go up the river. This information came from the chief officer of coast guard station at Waterloo, and officers were despatched at once to meet the emergency. We had no information whatever from the Cheshire side, nor had we any knowledge of the nature of the cargo of the wrecked vessel; the next morning the plundering of the cargo was alluded to in the papers, and the assistant receiver of wreck was immediately sent to the spot, and a number of Custom-house officers, in charge of Mr. Genn, acting surveyor, who, from his firmness, was specially selected by the Inspector General for the occasion.

And now to deal with the points raised by the Board of Trade; first, the number of casks plundered?

It is impossible to give any satisfactory answer to this. Several casks were severely injured by the action of the sea, and had to be "skipped" into other casks; and these particular casks, to the contents of which there was easy access, were no doubt plundered; other casks have been spiled, but I think the spiles had been used before the casks came to this country. The number of casks saved is 136, and I have no reason to think any whole package has been stolen; but, in the absence of the bills of lading, I cannot offer a decided opinion. On the second point, the plunderers were not known; and, thirdly, it would have been next to impossible to identify them, owing to the lateness of the hour when the offences were committed; the assistant receiver endeavoured to discover the offenders at the time of his visit, but failed for the reasons stated. I have already stated that I am continuing my exertions to discover them, if possible. Fourthly, whether immediate steps were taken to procure the assistance of the magistrates and police? To this I have only to remark, that the magistrates and police were on the ground before the coast guard; and, fifthly, Why carts were not employed at once to carry away the casks to a place of safety? This was done, I am informed, and believe, with all possible expedition; and I consider the service of the Customs officers and coast guard, in so rapidly getting the things out of danger, deserving of every praise; and this I hear is the opinion of the persons interested in the goods. And, lastly, Why the receiver himself did not proceed to the spot on such an important occasion? I presume this means why the assistant receiver did not so proceed. I am the receiver, but it is quite out of my power to take any portion of the duty, except what can be performed within my office; the outdoor duty of receiver of wreck and collector of customs could not be carried on together. I gave the Board of Trade ample proof of my readiness to put down plunder, whilst holding office in Dublin; and if I could so assist here I would readily do so, but my customs duties require my undivided attention. Independent of all this, Section 161 of the Instructions of the Board of Trade, p. 51, relieves collectors of the customs generally from such duty at places where coast guard are stationed. Another thing, I was not in possession of one single fact calling for exertion on the part of myself or those under me; the only information I possessed was that afforded me by the telegram before alluded to. The mischief was done before I heard of it, and no human ingenuity could have provided for such a contingency. The assistant receiver was equally ignorant of the facts; and on the 27th was engaged on Board of Trade duty on the Lancashire side of the coast. I have read through the letter of Sir Edward Cust; there are several errors in it: first, his dates are wrong by several days; next, he has forgotten that Mr. Genn, our officer, did confer with him, although he states that no revenue officer reported himself to him; there was no need for Mr. Genn so to report himself, for in the absence of the assistant receiver and the coast guard, he was commanding officer, under the Merchant Shipping Act. I do not feel myself authorised, without your special order, to go into the complaint against the coast guard; that will no doubt be met by Captain Paynter, of the "Donegal;" but I must, in justice to those officers, say, that my experience of the value of the coast guard at wrecks far exceeds that of Sir E. Cust; and I have always found them most zealous in the performance of wreck duty, and ready to risk their own lives in saving others. The

coast guard on this district is comparatively a new force; but I believe on the late occasion they did all that men could do; I am still of opinion that the papers have exaggerated what really took place; that petty plunder was carried on to a considerable extent cannot be denied, and many disgraceful scenes took place; but with all this knowledge, I believe if a wreck took place again under similar circumstances, the same trouble would follow, and I can suggest no means, with the present force, to prevent it. Had the vessel itself come on the beach, the coast guard would have been sufficient to have protected the entire property; it was the breaking up of the vessel at sea, and consequent distribution of the cargo along so great an extent of shore, which caused the mischief.

It is to be regretted that Sir Edward Cust, who, from his letter, seems to have anticipated what afterwards occurred, did not at once obtain a sufficient body of police to assist in preserving order; as a magistrate they would have been bound to obey his orders; and Section 445 of "The Merchant Shipping Act" gives a justice of the peace, in the absence of the coast guard, full power to act. And further, if he had sent a messenger to the Inspecting Commander, or to the Custom-house, officers would have been sent down, and perhaps prisoners would have been made. I enclose the reports of the Customs officers. I am entirely satisfied with their exertions in this matter, and I may say for the coast guard, that the officers at New Brighton had no means of communicating with the receiver through his own men, nor could he obtain any proper messenger. He says he sent a merchant's clerk, who was returning to Liverpool, with a verbal message to the assistant receiver, but it was never delivered.

See Enclosure 2 et seq.

(signed) *W. P. Gardner.*

Enclosure 2, in No. 17.

Gentlemen, Liverpool, 18 December 1866.

In obedience to your directions, I proceeded on the 28th ultimo to the Cheshire shore to take such steps as might be necessary on behalf of the revenue with respect to that portion of the wrecked cargo of the "Elizabeth Buckham," of Demerara, which had been washed ashore. I reached New Brighton at noon, accompanied by four out-door officers, three of whom I placed in charge of a large lot of casks of rum which had been brought from other parts of the beach to that point in charge of the coast guard, and immediately proceeded westward along the shore with the remaining officer to Leasowe Castle, where I waited on General the Honourable Sir Edward Cust, the nearest magistrate, acquainting him of the capacity in which I called, one of my objects being, as I explained at the time, to place the officer I had brought with me in charge of certain goods which the police superintendent had told me were in charge of Sir Edward's people; but I then learned that they had already been given up to the care of the coast guard. Sir Edward Cust made no particular remark, except that it was a pity the underwriters could not be sooner on the spot in such cases, and that it would be well if some better system of communication with the authorities could be adopted, as there had been a great deal of drunkenness the day before. On my return along the beach I saw the last cask of rum removed to New Brighton, and about 8 p.m. all had been brought to the same spot from the Egremont shore. A flat was beached as near by as practicable, and the work of shipping for conveyance to the transit sheds at Coburg Dock proceeded until the tide rose.

During the next day the remaining casks were repaired or skipped, and at daybreak on the 30th the shipment of the casks was resumed and completed about noon. I was personally on the spot while these operations were being gone through, and during the whole of the time named the goods were in charge of a sufficient number of officers of the Customs, who, as well as the coast guard men, gave their best assistance to guard the property.

Respectfully submitted,
(signed) *J. H. Genn,*
Acting Surveyor of Customs.

Enclosure 3, in No. 17.

British and Irish Magnetic Telegraph Company, Limited.

From Mr. *Jones,* Coast Guard, Waterloo, to Mr. *Byrne,* Custom House, Liverpool.

Some vessel wrecked. Large number of casks on Burbo; will go up the river on the flood. Nothing here.

27 November 1866.

To the surveyor at the boarding station for his information, and will note and return this paper. *J. H. G.*

Gentlemen, Boarding Station, 29 November 1866.

In accordance with your directions, I sent two officers to patrol the coast at Waterloo, at high water yesterday afternoon, in case any of the wreck of the "Elizabeth Buckham" coming ashore there.

There

There was only one small cask of rum found, which was in charge of the coast guard. The officers having incurred the expenses mentioned in the annexed bill (which expenses on inquiry I find to be reasonable), your order for payment of the amount is respectfully requested.

(signed) *W. Pickthall,* River Surveyor.

To the Collector and Inspector General.

Enclosure 4, in No. 17.

Gentlemen, New Brighton, 29 November 1866.

I BEG to report that shortly after 4 p.m. yesterday, Mr. Lloyd, Tide Surveyor, brought the mate of the "Amlwch Packet," a coaster, to me here, and showed a note made by Mr. Lloyd in the cargo book, to the effect that an alleged cask of rum, then only landed, had been picked up and kept on board from seven in the morning. I submit herewith the cargo book, observing that the vessel is ready for sea, and crave further directions.

The cask in question is part of the salvage from the wreck of the "Elizabeth Buckham."

(signed) *J. H. Genn,* Examining Officer.

To the Collector and Inspector General.

The Surveyor will direct the "Amlwch" Packet to be thoroughly rummaged, and the result reported.

J. H. G.

Gentlemen, River, 29 November 1866.

I BEG to report that I did examine available parts of said vessel yesterday afternoon, and closely questioned the master and crew as to whether they had taken any spirits out of the cask found openly on deck; they declared it had not been touched with that view by them; that it was in a damaged state when it was picked up at 7 a.m. that day. I could find none of it drawn off, and the crew were quite sober. I directed him to land it at once, which they did at New Brighton, and I gave it in charge of Mr. Genn, surveyor, and staff there. I beg to add that in accordance with your order I proceeded in search of said vessel, intending to unbutton her hatches, and to search her hold, but I found that she had left the river early this morning with fair wind, and was bound to Amlwch, in the Island of Anglesea, between which port and this she trades. I beg to forward the cargo book of the said vessel to you.

Respectfully submitted,
(signed) *H. Lloyd.*
W. L. Pickthall, R. S.

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4 December 1866.

RECEIVED back the cargo book for transmission through the post to the master's agent at Amlwch.

J. H. Genn.

Enclosure 5, in No. 17.

Sir, Custom House, Belfast, 30 November 1866.

WITH reference to your telegram, sent yesterday, informing me that the "Cameronian," which had sailed on the previous day for this port, was reported to have one or two casks of rum on board, picked up from a wreck,—

I beg to acquaint you that the vessel in question arrived here this morning, but no rum was found on board; and the master, on being questioned, stated that while lying in the Mersey he sent his boat after a cask, which, after being secured and taken in tow for two hours, was discovered to be a sugar or molasses cask full of water, and was then cast adrift by him.

I am, &c.

(signed) *John Shelly,* Collector.

The Collector, Customs, Liverpool.

Enclosure 6, in No. 17.

Gentlemen, Custom House, Liverpool, 30 November 1866.

I BEG to report that, in obedience to your orders, I proceeded at 11 a.m., on the 28th instant, to the Cheshire shore, accompanied by four out-door officers, and took charge, on account of the Revenue, of that part of the wrecked cargo of the "Elizabeth Buckham," of Demerara, which had been washed ashore between the embankment at Leasowe and the ferry at Egremont, the same having been carted to one place on the shore immediately south of New Brighton Ferry. Seventy-five (75) casks of rum and 13 bales of cotton wool were shipped during the night, four additional out-door officers being in attendance; and flat, which was towed away on the 29th in charge of an officer to Brunswick Basin, to be housed in the transit sheds there.

This morning the remainder of the goods, consisting of forty (40) casks of rum, five bottles of spirit, and a small jar containing about a quart of rum, were put on board a flat, to be taken, in charge of an officer, to Brunswick Basin by this evening's tide. The total quantity of cargo forwarded by me is,—

115 casks of rum,
1 jar ditto,
5 bottles spirits (various), and
13 bales cotton wool.

Many of the casks had been bilged or otherwise injured by the violence of the sea, and others had been spiled; so far as they were examined, the casks were more or less deficient; 15 were skipped on the shore.

From the time they came into the officer's charge I feel certain that no loss from pilfering occurred; and I beg to add that all the out-door officers showed due vigilance, and exerted themselves to their utmost in the discharge of their duty.

Respectfully submitted,
(signed) *J. H. Genn*,
Examining Officer, Acting Surveyor.

The Collector and Inspector General.

— No. 18. —

(5773.)

Board of Trade to Board of Customs.

Board of Trade, Whitehall,
7 January 1867.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 28th * ultimo, enclosing a report received by the Board of Customs from the Collector and Receiver of Wreck at Liverpool, on the statements made by General Sir Edward Cust respecting the plunder of the cargo of the "Elizabeth Buckham."

* See *ante*, No. 17.

The Board of Trade regret that they cannot look on this report as satisfactory.

It is the duty of the Receiver of Wreck and his officers to co-operate cordially with the officers and men of the Coast Guard in all cases of wreck and salvage, and one of the most essential measures to secure this co-operation is, that means shall exist and arrangements be made whereby information can be transmitted to the Receiver from outlying parts of the coast in his district at the earliest moment after a wreck happens, or after property comes ashore.

With the express view of obtaining this information, provision is made in the instructions for remunerating and rewarding persons who convey to the Receiver the first intelligence.

The Board of Trade would therefore wish to be informed whether the necessary arrangements have been made between the Coast Guard and the Receiver for purposes of forwarding intelligence of wrecks, &c. to the Receiver, and if so, what the nature of those arrangements is, and why they were neglected, or why they failed on the occasion referred to.

If proper arrangements have not been made, then the Board of Trade think it desirable that they should be made without delay; and they think that improvement may not unreasonably be expected in this respect.

It appears that the wreck happened on the 27th at mid-day. That the Coast Guard officer at Waterloo informed the Receiver by telegram that afternoon that the

the casks would come up the river, and that although the Receiver took steps to send assistance to the north side, he does not appear to have done anything as regards the south side of the river, and that he knew nothing of the disgraceful proceedings on the south side until he read them in the newspapers on the next morning.

As regards the plunder, the Board of Trade think it right that inquiry should be made whether any attempt was made by the Receiver or by his directions to detect and punish the thieves before special instructions had been sent down from this Board. If not, the Board of Trade think that there is reason to call for improvement in this respect also, and to require that in any future case steps should be taken to detect and secure plunderers immediately on the outrage becoming known.

From the enclosed report the Receiver would appear to assume, and, in fact, does assume, that Sir E. Cust, rather than the coast guard, was in fault. The Board of Trade cannot agree in this assumption. It is the duty of the coast guard and customs primarily and officially to prevent plunder of wrecks. The magistrates and police have only a secondary duty.

But those parts of the Receiver's report to which this Board take the strongest objection is the following, viz.: "No human ingenuity could have provided for such a contingency," and, "I believe, if a wreck took place again under similar circumstances, the same trouble would follow, and I can suggest no means with the present force to prevent it."

The Board of Trade believe that by the hearty and efficient co-operation of the officers of customs and the coast guard, aided by the local police and the magistrates, the recurrence of such scenes might be and ought to be prevented.

Nor can the Board of Trade doubt that the Board of Customs will agree with them in thinking that the plunder, outrage, drunkenness, and revolting scenes which took place on a highly civilized and populous coast, within a few miles of our largest seaport, are a discredit to the law and administration of the country, and must be prevented by all the means which Her Majesty's Government have at their command.

I am, &c.

The Secretary, Board of Customs. (signed) *T. H. Farrer.*

— No. 19. —

(M. 4.)

Admiralty to Board of Trade.

Sir, Admiralty, 31 December 1866.

My Lords Commissioners of the Admiralty having seen the correspondence which has recently passed between you and the Controller General of the Coast Guard relative to the disgraceful proceedings which took place at New Brighton on the occasion of the wreck of the "Mary * Buckham," their Lordships desire me to make the following remarks, which they request you will lay before the Lords of the Committee of Privy Council for Trade, more especially with reference to the observations made by General Sir Edward Cust, the local magistrate, reflecting on the conduct of the Coast Guard. Sic.

The small detachment of Coast Guard men on the spot appear to have done all in their power to secure the dues of the Crown and the property to the underwriters, which was their first and most imperative duty, particularly when the property to be secured was proof rum; and by guarding it to the best of their ability, which they did, they prevented a still wider spread of the drunkenness and debauchery that took place from the staving in of the casks and the wholesale drinking of spirits on the spot, as represented.

It is to be regretted that the chief officer was absent on duty at the time; but when Sir Edward Cust speaks of the "utterly disproportionate strength of the Coast Guard" to protect property in such cases, he is, perhaps, not aware that their Lordships have not the means of stationing sufficient men round the coast to meet such an emergency as that which happened at New Brighton.

Their Lordships also regret that the General should have been led to imagine that the Coast Guard people refused assistance on the occasion; as there appear

to be no real grounds for such a charge, unless, indeed, the refusal of the Coast Guard to accept the services of a number of drunken men who represented themselves as Sir Edward's people, can be construed into a refusal. It is, moreover, hardly likely that three persons would suppose that they could, unaided, guard 100 barrels of rum, extending over two miles on a beach swarming with men, women, and children.

With Sir Edward Cust's anticipation of the state of things in the darkness of the night, which appears to have been so fully realised, it is somewhat remarkable that he did not send for the Superintendent of the County Police; the person whom he considers the fittest to fulfil the requisite duties, as that officer might have been able to have collected such a force of men as would have prevented the flagrant breach of the peace the General so justly complains of.

Considering all the circumstances, their Lordships cannot consider the coast guard in any way responsible for what happened; and, so far from blaming them, their Lordships think them entitled to praise for the very creditable way in which they behaved under such great temptation.

In conclusion, their Lordships desire me to draw attention to your letter of the 15th July last, and its enclosure, from the Commissioners of Customs, in which their Lordships are informed that it will be unnecessary to maintain an increased number of coast guard men on account of duties connected with wrecks, as such duties can be efficiently performed by the Receiver of Wrecks, with the aid of the local police.

I am, &c.
(signed) *Henry G. Lennox.*

T. H. Farrer, Esq.,
&c. &c. &c.
Board of Trade.

— No. 20. —

(5773.)

Board of Trade to Admiralty.

Board of Trade, Whitehall,
8 January 1867.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 31st ultimo, respecting the wrecking, plunder, and disgraceful misconduct which took place on the * 27th November last on the coast of Cheshire, and which formed the subject of a letter written by Sir E. Cust, and forwarded by the Board of Trade to the Controller General of the Coast Guard.

* *See* No. 19.

The Board of Trade gather from your letter that inquiry has been made upon the subject of the statements contained in Sir E. Cust's letter. They would be glad to know before they reply to Sir E. Cust's letter what the character of the inquiry has been; whether it was full, searching, and comprehensive; whether all available witnesses, whether belonging to the coast guard or not, have been examined; and, in particular, whether an opportunity was given to Sir E. Cust of either substantiating his statements or withdrawing them. The Board of Trade feel it to be the more important that they should be furnished with precise information on this point, because it is not possible for them, in the absence of such a statement, to judge whether it will or will not be their duty to order a statutory inquiry into the whole circumstances of the case, under the provisions of the Merchant Shipping Act.

There is a further point which has arisen upon subsequent correspondence, to which the Board of Trade desire to draw the serious attention of the Admiralty. From a letter written by the Collector of Customs at Liverpool to the Board of Customs, copy of which is enclosed, it appears that whilst the Coast Guard on the north side of the river reported the wreck in question to the Liverpool Receivers in the afternoon of the 27th November, so that the Receiver was enabled at once to send assistance to that side, yet that no intimation whatever reached the Receiver from the Coast Guard on the Cheshire side, and he knew nothing of the case, it would appear, until he read of it in the papers on the 28th, and this although the wreck had been driving ashore during the whole of the afternoon of the 27th, and the Coast Guard were confessedly unable with their utmost exertions to protect it. This appears to the Board of Trade to require further explanation, more especially as it is the well-known duty of the Coast Guard

uard to report to and communicate with the Receiver on all occasions of nportance. The Board of Admiralty will perceive that this allegation, if well unded, involves no imputation of want of zeal or energy on the part of the oast Guard, but implies a want of arrangement and system in communicating id seeking assistance, which may often prove as fatal as want of zeal.

As regards the police, the Board of Trade would find it difficult to admit emselves, or in replying to Sir E. Cust, to state that it was the duty of him ir E. Cust), rather than of the Coast Guard (who are specially charged with e protection of wreck), to seek the assistance of that force. But in order at there may be no difficulty on this point in future, the Board of Trade have ritten to the Home Office, and when they learn the result they will communicate rther with the Admiralty.

The Board of Admiralty will observe that the points to which they now direct tention have reference to the measures which should be taken with a view to event the recurrence of such disgraceful scenes as took place on the occasion in estion. And they feel satisfied from the hearty and efficient co-operation they ve hitherto received from the Controller General and his force, that no steps r attaining this object will be wanting on their part.

Nor can the Board of Trade doubt that the Lords Commissioners will agree ith them in thinking that the plunder, outrage, drunkenness, and revolting enes which took place on a highly civilized and populous coast, within a few iles of our largest seaport, are a discredit to the law and administration of the untry, and must be prevented by all the means which Her Majesty's Govern-ent have at their command.

I have, &c.

The Secretary, Admiralty. (signed) *T. H. Farrer.*

— No. 21. —

(M. 250.)

Home Office to Board of Trade.

Sir, Whitehall, 8 January 1867.

With reference to your letter of the 20th ultimo, I am directed by Mr. Secre-ry Walpole to transmit to you, for the information of the Board of Trade, a py of a report by the chief constable of the county of Chester, with reference the proceedings which took place on the occasion of the wreck of the Elizabeth Buckham," on the coast of that county.

Chester, 2 Jan. 141.

I am, &c.

The Secretary to the Board of Trade, &c. &c. &c. (signed) *H. Waddington.*

Enclosure in No. 21.

Chief Constable's Office, Chester, 2 January 1867.

Sir,

I have the honour to acknowledge the receipt of your letter of the 24th ultimo, with py of letter from General Sir E. Cust; and in reference thereto, I beg to say that I ly agree with Sir E. Cust that salvage and dues on all wrecked property, whether shed on shore or otherwise saved, is generally held to be of paramount consideration to y immoral results that may accrue to the public by thefts or other offences.

In this case every particular was most exceptional. Spirits over-proof, on an irregular ore extending four miles and a-half, during a very dark night, and in close proximity to opulation in Liverpool and Birkenhead exceeding half a million; under these circum-nces, the large extent of the salvage was extraordinary, and the amount of theft and nkenness not more than might have been expected, more particularly as the feeling evails, wrongfully, but strongly on that coast, as in other parts of England, that such ecked property are waifs to the party first obtaining possession of them, similar to the ling too often existing that property found on highways, &c. belongs to the finder.

As regards a remedy to prevent such thefts and other abuses, by means of the county ice, I am inclined to think that their assistance would be far more valuable as an adjunct the coast guard and revenue officers than by superseding the services of the two latter gether. I am, however, aware that jealousy, from pecuniary interest in these cases, metimes causes a divergence in action prejudicial to the public welfare; and on this occa-

sion is was unfortunately slightly exhibited in the opinion that the police service was rather an interference than a duty. But to meet such a sudden and extreme emergency as the one in question, in time and strength sufficient to cope with all its possible contingencies, would be far beyond the ordinary available organization of the Cheshire constabulary, scattered as they are over a wide area in the proportion of 1 to 1,300 of the population, and with an average district to each constable of between three and four square miles. The town of Liverpool, however, more directly interested in all mercantile matters and wrecks, and with large interests in dock property on the Cheshire side of the Mersey, might, out of the available strength of 1,100 police, send a sufficient force within a very brief time equal to any such sudden emergency as the one in question. I must add, that during the 10 years I have been chief constable of this county, only two wrecks of a similar nature have occurred.

I enclose copy letter from Sir E. Cust, with return of salvage.

I have, &c.

The Right Hon. the Secretary of State,
Home Office.

(signed) *T. J. Smith,*
Chief Constable of Cheshire.

— No. 22. —

(M. 250.)

Board of Trade to Home Office.

Board of Trade, Whitehall,
25 January 1867.

Sir,

* See *ante*, No. 21.

I AM directed by the Board of Trade to acknowledge the receipt of you rletter of the* 8th instant, forwarding a copy of a report by the chief constable of Cheshire, with reference to the proceedings which took place on the occasion of the wreck of the "Elizabeth Buckham," on the coast of that county; and, in reply, to request that you will state to Mr. Secretary Walpole that, unless he sees any objection to such a course, the Board would suggest that a letter should be addressed from the Home Department to the Liverpool authorities, with the view of carrying into effect the proposition made in the report in question, that the assistance of the Liverpool police force should be made available in similar cases.

I am, at the same time, to point out that the former communication from this Board referred not to this case only, but to the necessity, as evinced by various recent cases, for a more efficient co-operation between the local police, the customs and the coast guard officers, and the local magistracy, in cases of wreck; and with this view the Board of Trade would suggest, for the consideration of Mr. Secretary Walpole, whether it might not be expedient that a circular or instructions on the subject should be addressed to the police authorities in all maritime counties and boroughs.

I have, &c.

The Under Secretary of State,
Home Office.

(signed) *T. H. Farrer.*

— No. 23. —

(M. 250.)

Board of Trade to Admiralty.

Board of Trade, Whitehall,
25 January 1867.

Sir,

See *ante* Enclosure in No. 21.

WITH reference to previous correspondence respecting the proceedings which took place on the occasion of the wreck of the "Elizabeth Buckham," I am directed by the Board of Trade to transmit to you, to be laid before the Lords Commissioners of the Admiralty, the enclosed copy of a report of the Chief Constable of Cheshire upon the subject; and in so doing, to call particular attention to reference made by that officer to the view which, as he believes, was taken in this case of the interference of the police.

The passage in question is marked in the margin.

I have, &c.

The Secretary, Admiralty.

(signed) *T. H. Farrer.*

— No. 24. —

(M. 250.)

Board of Trade to Board of Customs.

Board of Trade, Whitehall,
25 January 1867.

Sir,

With reference to previous correspondence respecting the proceedings which took place on the occasion of the wreck of the "Elizabeth Buckham," I am directed by the Board of Trade to transmit to you, to be laid before the Commissioners of Customs, the enclosed copy of a report of the Chief Constable of Cheshire upon the subject, and in so doing to call particular attention to reference made by that officer to the view which, as he believes, was taken in this case of the interference of the police.

See *ante*, Enclosure in No. 24.

The passage in question is marked in the margin.

I am, &c.

The Secretary, Board of Customs. (signed) *Thomas Gray.*

— No. 25. —

(M. 625.)

Customs Solicitor to Board of Trade.

Custom House, London,
23 January 1867

Dear Sir,

I beg to acquaint you that three men have been committed for trial and bail refused, and that four others have been convicted under sect. 65 of the Larceny Act for having the unlawful possession of shipwrecked property. The three first cases could not be brought within the provisions of the section quoted, so I instructed my agent to proceed for plundering (sect. 64); the case, besides the above, has been adjourned for further evidence, and another has been dismissed.

The papers are still required, and as it will be some time before they can be spared, I write this to advise you how the matter stands.

I am, &c.

T. H. Farrer, Esq., &c. &c. &c.
Secretary, Marine Department,
Board of Trade.

(signed) *R. Beverley.*

— No. 26. —

(M. 1057.)

Board of Customs to Board of Trade.

Custom House, E.C., 5 February 1867.

Sir,

Having submitted to the Commissioners of Customs your letter, dated the *25th ultimo (M. 250), enclosing copy of a report from the Chief Constable for Cheshire upon the subject of the proceedings which took place on the occasion of the wreck of the "Elizabeth Buckham" on the Burbo Bank, on the night of the 26th November last, and calling attention to that part of the Chief Constable's report wherein he refers to the view which, as he believes, was taken of the interference of the police in this case,—

* See *ante*, No. 24.

I am desired to state to you, for the information of the Lords of the Committee of Privy Council for Trade, that the Board of Customs feel assured their officers will be found ready to accept the assistance of the police force in the protection of wreck on all occasions, and the Board do not understand that the Chief Constable of Cheshire has imputed any improper feelings to the officers of Customs in this instance.

I am, &c.

Thomas Gray, Esq., &c. &c. &c.

(signed) *Geo. Dickins*

—No. 27.—

(M. 1093.)

Board of Customs to Board of Trade.

Sir. Custom House, E.C., 5 February 1867.

I AM desired by the Commissioners of Customs to acknowledge the receipt of your letter, dated the * 7th ultimo (No. 5773/66), relative to the plunder of the cargo of the vessel "Elizabeth Buckham" on the coast at New Brighton, in November last.

* See *ante*, No. 18.

The Board have forwarded your letter for the observations of the Collector of Customs at Liverpool, and I am desired to transmit, for the information of the Lords of the Committee of Privy Council for Trade, the accompanying copies of a Report, and its enclosure, which have been received from that officer.

I am, &c.

Thomas Gray, Esq. (signed) *George Dickins.*
&c. &c. &c.

Enclosure 1, in No. 27.

Sir,

WITH reference to the points raised respecting the arrangements made with the officers of the coast guard for forwarding information of wreck coming ashore within this district, I beg to state that they have been instructed, in the event of any vessel being seen in a perilous position, or goods washing ashore, to report to the Receiver by the earliest possible means. The telegram from the officer at Waterloo is a proof that such arrangements exist and are attended to.

Having been employed on the Southport shore on the 27th November, selling wreck washed ashore there, ex the "Sunda," under the authority of the Board of Trade order of the 14th November (No. 4921), it was eight o'clock at night when I reached my residence, and consequently knew nothing of the wreck of the "Elizabeth Buckham" until the following morning, when I immediately, by your orders, proceeded to the Cheshire shore, there being no ferry communication with New Brighton, owing to the prevalence of a thick fog; I crossed to Seacombe, and took a cab to New Brighton. Upon ascertaining that the quantity of rum washed ashore was large, I sent a special messenger with a note, requesting that a staff of officers should be sent to take charge of the property, and proceeded along the beach to see that a sufficient number of carts were employed to bring all to New Brighton, as it extended from Seacombe to Leasowe, a distance of nearly six miles. Upon meeting with Mr. Springett, the officer in charge of the coast guard, I asked why he had not sent to the Receiver immediately he saw the casks washing towards the shore; he said he requested a person whom he believed to belong to the Underwriters' Association to call at the Receiver's Office, but that being past four o'clock when he arrived at Liverpool the Custom House was closed, consequently there was no report received from New Brighton. There is no telegraph station there. I asked him if any of the persons were arrested for plundering the rum; he said there were not, owing to the vast number who were on the beach, and that the force of coast guard and police being so small, and the distance to Wallasey station so far, that if they had left the beach for the purpose of conveying prisoners, the property would undoubtedly have been exposed to much greater plunder. I then inquired if any of them could be identified; he said not; that for the most part they were not residents of New Brighton; and he being comparatively a stranger there, did not know any of them.

I beg to add that there is no want of cordiality between the officers of the coast guard and this department, for, immediately on receiving a communication from any of them at any of the out-stations respecting wreck, I always proceed at once to act in concert with them for the protection of property and the interests of all parties concerned.

Respectfully, &c.
(signed) *Martin Byrne,*
Assistant Receiver.

Enclosure 2, in No. 27.

Honourable Sirs, Custom House, Liverpool, 31 January 1867.

I SUBMIT the report of the Assistant Receiver, and I should not have offered any further observations if I could concur in the opinion expressed by the Board of Trade in their letter of the 7th instant.

First, I beg most distinctly to state that there is not, and has not been, any want of cordiality between the Receiver and the coast guard. The most perfect good feeling exists; and further, I consider that the best means are used to convey information to the Receiver when a wreck occurs.

I have no doubt the coast-guard officer did his best, on the occasion in question, to send the necessary information to Mr. Byrne, the Assistant Receiver. That it failed was not his fault. He has left the district, and I cannot further question him on the subject, but it is certain he could not spare one of his own men to send to his immediate superior, the inspecting commander; and I consider with his limited force he exercised a wise discretion in not doing so. And with reference to the telegram of the 27th from Waterloo, in addition to providing for the north side, boats were immediately sent down the river to save any cargo that might be floating up.

This was attended with much danger, owing to the severity of the weather. There was no occasion to suppose that any goods would come to the south shore, nor had I knowledge of the nature of the goods, or that the coast guard would require assistance. The Board of Trade cannot be aware of the duties I have to perform as Collector of the Customs with the force at my disposal. I had no men to spare at the time in question; every man was on duty, and I have no power to take these men from their legitimate work as officers of the Customs to send to distant places, except where the revenue is concerned. You are perfectly aware that it is only by working a considerable number of these officers by night as well as by day that the work is got through, and the mercantile public satisfied. It was difficult to find officers for the extra duty of the 28th, but revenue had to be protected at all hazard.

The Assistant Receiver has stated in his report that, acting under my orders, he endeavoured to obtain a knowledge of the names of the persons concerned in plundering the spirits, with a view to their prosecution; but he was unable to obtain this information, which was the more difficult, the coast guard officer being a stranger at the place.

One person was identified by the coast guard, and instructions were sent by the Board of Trade to Mr. Tyndall, the local solicitor, to prosecute him.

These instructions were not sent through me, but I heard of it, and sent for Mr. Tyndall, and directed him to avail himself of the opportunity of visiting New Brighton, to use his best endeavours to get up cases against any of the offending parties; and he successfully carried out my orders. I had no directions to act in this matter, and if my proceedings were not approved of, I should have to bear the expense; and here, I think, with reference to future cases, an improvement could be made. If the Board of Trade would allow me to avail myself of the services of Mr. Tyndall, in any case I thought necessary, much good would be done. I would now unhesitatingly do so for the Customs, and the same discretion might be given to me by the Board of Trade. Time in these cases is everything. The Board of Trade say that in my former report I assume that Sir E. Cust was in fault rather than the coast guard. I have only to observe that, in my opinion, fault cannot attach to the coast guard or to the Customs for what took place in their absence. The 445th section of the Merchant Shipping Act gives full authority to a justice of the peace to act in the absence of the Customs and the coast guard. Sir Edward Cust was the justice present, and he says (I quote from memory) that he anticipated what took place, and I therefore think it is to be regretted that he did not take some more active measures on the occasion. The Board of Trade say that they take the strongest objection to some remarks of mine, viz., "no human agency could have provided for such a contingency;" and, "I believe if a wreck took place under similar circumstances, the same trouble would follow, and I can suggest no means, with the present force, to prevent it."

Such was the opinion I formed at the time of writing my report, and I regret to say I cannot qualify it. If a vessel comes on shore we have all necessary means to guard the property and prevent such disgraceful scenes as took place on the coast of New Brighton; but where she breaks up at sea, and a cargo of spirits comes on shore in different spots upon a long line of unprotected coast, I cannot devise any means of guarding against such scenes for the future. I regret what has occurred, and agree with Mr. Farrer that such transactions should be prevented if possible, but it is my duty to say what I believe to be true, and that is, with our present force we cannot protect the coast; and such is the insatiate love of spirits on the part of the labouring population, that they will drink when opportunity offers, even when they know that death may follow the act.

I have had much experience in such cases, and my opinion is not entirely formed by what took place on the recent occasion. I trust such scenes may not again occur, and

indeed it is not likely. A wreck like the "Elizabeth Buckham" is of very rare occurrence; I cannot trace a similar one in the last 30 years.

In concluding this report, I must once more express my satisfaction with the zeal and energy displayed by the officers of the Customs and coast guard, so soon as they were on the spot, in saving the cargo. Their exertions met with the full approbation of the underwriters and others interested in the property, and who at once reimbursed the Crown for all expenses incurred by them. And with regard to myself, may I beg to call your attention to a fact which appears to have been lost sight of. As Collector of the Customs, I am responsible to you for the collection of some millions of money, and to the mercantile community, that their requirements are promptly attended to. A single day, I might say a single hour, does not pass without my being required to personally decide important questions; my time is so fully occupied in Customs matters that it is utterly out of my power to give more than a superficial attention to duties not connected with my office as Collector; and I would suggest, that if the supervision I am enabled to give to wreck matters is not held to be sufficient, that I may, with your permission, take steps to be relieved from a duty which I am quite willing to perform to the extent of my ability, but which becomes painfully disagreeable when my best exertions fail to give satisfaction.

signed) *W. P. Gardner.*

— No. 28. —

M. 1229.)

Admiralty to Board of Trade.

Sir, Admiralty, 9 February 1867.

* See *ante*, Nos. 20 and 23.

In reference to your letters of the *8th and *25th ultimo, respecting the proceedings which took place on the occasion of the wreck of the "Elizabeth Buckham," and to that paragraph of the report of the chief constable of Cheshire to which you particularly called the attention of my Lords Commissioners of the Admiralty, I am commanded by my Lords to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that having instituted every inquiry into the matter, they cannot find the slightest ground for the serious charge brought against the coast guard; that they are jealous of the police from pecuniary motives, or that the police service was looked upon as an act of interference.

If, however, the Lords of the Committee of Privy Council for Trade will cause my Lords to be informed in what direction further inquiry can be made, so as to bring home this charge to any of the coast guard men, fresh investigation shall be commenced.

I am, &c.

T. H. Farrer, Esq.,
&c. &c. &c.,
Board of Trade.

(signed) *W. G. Romaine.*

— No. 29. —

(1229.)

Board of Trade to Admiralty.

Board of Trade, Whitehall,
27 February 1867.

Sir,

† See *ante*, No. 28.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the †9th instant, stating, by the desire of the Lords Commissioners of the Admiralty, that having instituted inquiries into the charges of ill-feeling alleged to exist between the coast guard and the police, in the case of the wreck of the "Elizabeth Buckham," they are unable to discover any grounds for the assertions in question.

In reply, I am to acquaint you, for the information of the Lords Commissioners of the Admiralty, that, in the representations the Board of Trade have thought it right to make to the Admiralty on this subject, they had no intention of implying any censure on the conduct of the coast guard upon this occasion, or upon any supposed misunderstanding between the coast guard and the constabulary. At the same time, the fact that so much confusion could arise without the possibility

possibility of charging the blame to any particular body of officers, would fairly warrant the inference that some serious defect must exist in the present system, and that steps should be taken for a more complete co-operation and more perfect organisation on the coast, with a view to rendering impossible the recurrence of such disgraceful scenes. It was with this view that the Board of Trade brought the subject to the notice of the Admiralty as stated in the letter from this department on the 8th January.

Under all the circumstances of the case, the Board of Trade now propose, in pursuance of the powers entrusted to them by "The Merchant Shipping Act of 1854," to institute an inquiry on the spot into the proceedings which took place at the wreck of the "Elizabeth Buckham."

For the purposes of this inquiry, it is desirable to secure the assistance of a naval officer to co-operate with an officer of this Board; and I am to acquaint you, that should the Lords Commissioners of the Admiralty see no objection, they propose to appoint Captain H. D. Grant, R.N., for this purpose, as he has had much experience in matters connected with shipwreck.

I have, &c.
(signed) *T. H. Farrer.*

The Secretary, Admiralty.

— No. 30. —

(M. 1248.)

Home Office to Board of Trade.

Whitehall, 11 February 1867.

Sir,

I AM directed by Mr. Secretary Walpole to acquaint you, for the information of the Lords of the Committee of Council for Trade, with reference to your letter of the* 25th ultimo, that he has transmitted to the mayor of Liverpool an extract of the report of the chief constable of Cheshire, suggesting that aid might in future be obtained from the Liverpool police to prevent "wrecking" on the coast of Cheshire; and that he has received a communication from the mayor, stating that the matter had been brought before the watch committee of the borough, and that it was considered that the police force of Liverpool, not being larger than the requirements of the borough demand, could not be made available for the purposes suggested by the chief constable of Cheshire.

* See *ante*, No 22

I am, &c.
(signed) *H. Waddington.*

T. H. Farrer, Esq.,
&c. &c. &c.
Board of Trade.

— No. 31. —

(M. 1248.)

Board of Trade to Home Office.

Board of Trade, Whitehall,
5 March 1867.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the †11th ultimo, notifying, with reference to previous correspondence in the case of the "Elizabeth Buckham," that the mayor of Liverpool is of opinion that the Liverpool police force is not of sufficient strength to be made available in cases of wrecking.

† See *ante*, No. 30.

In reply, I am now to state that the Board of Trade propose to institute an inquiry into the circumstances attending the wreck in question.

The Board of Trade have not imputed blame either to the coast guard, the Customs officers, or the constabulary; and in instituting this inquiry they are not proceeding on the assumption that any person is in fault, but are actuated solely by a desire to ascertain and satisfy themselves whether scenes of drunkenness, riot, and debauchery, like those which took place at the wreck of the "Elizabeth Buckham," cannot be prevented in future by the organisation of a more perfect system of communication, and by ensuring a thorough co-operation

tion between the various officers appointed for the protection of the revenue and of wreck, and the preservation of the peace.

The gentlemen appointed to conduct the inquiry are, Captain Grant, R.N., and Mr. Hughes, of the office of the Registrar General of Seamen.

I have, &c.

The Secretary, Home Office. (signed) *Thomas Gray,*
Assistant Secretary.

— No. 32. —

Customs Solicitor to Board of Trade.

Customs, 23 Feb. 1857.

I BEG to refer to Mr. Tyndall's letter of the 21st instant, and to submit for consideration whether it would not now be advisable to abandon the prosecution of Jones. When that point shall have been settled, I will record the result of the prosecutions already instituted, and will furnish a more detailed report than the one transmitted on the 23rd ultimo.

(signed) *F. J. Hamel.*

The Marine Secretary, Board of Trade.

Enclosure 1, in No. 32.

Re Plundering Merchandise belonging to the Wrecked Ship "Elizabeth Buckham."

The Queen *v.* Patrick M'Nally, Henry Hickman, Robert Bannister.

Sir, Liverpool, 16 January 1866.

ADVERTING to Mr. Farrer's minute of the 28th ult., on Board of Trade papers (W. 5730—1866) enclosed herein, and your letter of the 2nd instant, I beg to report having caused the above-named persons to be taken into custody for plundering merchandise of the wrecked ship "Elizabeth Buckham," contrary to sec. 64 of 24 & 25 Vict. c. 96, and yesterday M'Nally and Hickman were committed by Sir Edward Cust to take their trial at Knutsford Quarter Sessions on the 19th of next month. Bannister was discharged. The prisoners applied to be admitted to be bail, which I opposed, and the Justice said he would consider about it and give his decision to-day, when he did so, by refusing to take bail. I would suggest you should at once retain Mr. McIntyre and Mr. H. Lloyd as counsel for the Crown. There is another man, Wm. Jones, who has yet to be arrested, but at present he is at sea.

The Queen *v.* Robert Pears,
„ *v.* Richard Hannen,
„ *v.* Sarah Rimmer,
„ *v.* George Wilkinson.

I also beg to report having filed informations against these parties, under sec. 65 of 24 & 25 Vict. c. 96, and to-day they were respectively convicted before Sir Edward Cust and Mr. Ewart, at Wallasey, and sentenced to one month's imprisonment without hard labour. I will send you copies of the informations to-morrow.

The Queen *v.* Amelia Pulford,
„ *v.* James Daley.

I also filed informations against each of these parties, which were also heard to-day before the same Justices. Pulford's case was remanded until the 30th instant, as she said she could bring witnesses to prove that the evidence of the prosecution, as to her identity, was incorrect; and Daley's case was dismissed, as he clearly proved an alibi.

Please return me the enclosed Board's papers as soon as possible.

I am, &c.

The Solicitor, Merchant Service Prosecutions, Custom House, London. (signed) *William Tyndall.*

Enclosure 2, in No. 32.

In *re* Plundering Merchandise of the Wrecked Ship "Elizabeth Buckham."

Sir, Liverpool, 17 January 1867.

Adverting to my letter of yesterday, I herewith send you copy, information, and summons in each of these prosecutions.

I am, &c.

The Solicitor, Merchant Service Prosecutions, Custom House, London. (signed) *William Tyndall.*

Enclosure 3, in No. 32.

The Queen *v.* Amelia Pulford.

8, North John-street, Liverpool,

Sir, 31 January 1867.

Adverting to my letter of the 16th instant, informing you of this case having been adjourned until yesterday, for the purpose of enabling the defendant to produce evidence to establish her innocence, I beg to report having attended such adjournment, when the information was dismissed, in consequence of the evidence being conflicting.

I enclose copy, information, and summons.

I am, &c.

The Solicitor, Merchant Service Prosecutions, Custom House, London. (signed) *William Tyndall.*

Enclosure 4, in No. 32.

The Queen *v.* Patrick McNally and James Hickman.

Sir, Liverpool, 21 February 1867.

These prisoners were yesterday tried at Knutsford Sessions, found guilty, with a recommendation for mercy, and sentenced to imprisonment for the space of one calendar month, with hard labour, the court taking into consideration that they had been in gaol already one month. I return you the Board's papers (W. 5730), and request further instructions as to proceeding against William Jones, mentioned in the evidence of William Watson as joining with the prisoners in the stealing, he now being at sea. Perhaps the Board of Trade may consider it unnecessary now to proceed against Jones.

I am, &c.

The Solicitor, Merchant Service Department, Custom House, London. (signed) *William Tyndall.*

— No. 33. —

(M. 1805.)

Admiralty to Board of Trade.

Sir, Admiralty, 28 February 1867.

In reference to your letter of the *27th instant (M. 1229), I am commanded by my Lords Commissioners of the Admiralty to acquaint you that my Lords have no objection to Captain H. D. Grant, R.N., being associated with an officer of your department on the local inquiry which the Board of Trade are about to institute under the Merchant Shipping Act of 1854, in reference to the case of the "Elizabeth Buckham."

* See *ante*, No. 29.

I am, &c.

T. H. Farrer, Esq., &c. &c. Board of Trade. (signed) *W. G. Romaine.*

— No. 34. —

(M. 1805.)

Board of Trade to Admiralty.

Board of Trade, Whitehall,
6 March 1867.

Sir,

With reference to your communication, stating that the Lords Commissioners of the Admiralty had no objection to the appointment of Captain H. D. Grant, R.N., as Inspector to institute inquiry in the case of the "Elizabeth Buckham," I am directed by the Board of Trade to acquaint you that they have now appointed him, under "The Merchant Shipping Act, 1854," to undertake the proposed local inquiry, in conjunction with Mr. J. Hughes, of the General Register and Record Office of Seamen.

Under these circumstances, I am now to suggest that you will be so good as to move the Lords Commissioners of the Admiralty to cause such instructions to be issued as may secure the attendance, assistance, and co-operation of such of the officers of Coast Guard in the neighbourhood as may be able or required to give evidence or to render other services during the course of the inquiry.

I have, &c.
(signed) *Thomas Gray.*

The Secretary to the Admiralty.

— No. 35. —

(M. 1805.)

Board of Trade to Major *J. Greig.*

Board of Trade, Whitehall,
6 March 1857.

Sir,

I am directed by the Board of Trade to acquaint you that they propose to institute a local inquiry into the circumstances connected with the non-delivery to the Receiver of Wreck of certain portions of the cargo of the "Elizabeth Buckham," wrecked on the Burbo in November last. The Board of Trade trust that the report of the Inspectors who conduct this inquiry may suggest means of preventing the recurrence of the disgraceful scenes which then took place, and of securing a more complete and effective co-operation of the local authorities in wreck cases in future.

For the purpose of the inquiry they have specially appointed Captain H. D. Grant, R.N., and their Inspector, Mr. J. Hughes, and these gentlemen will visit Liverpool shortly, and will communicate with you.

The Board of Trade desire me to express a hope that you will be good enough to give them every assistance that may be in your power with a view to furthering the objects sought to be obtained; and that you will be good enough to take steps for procuring a list of any witnesses whom you may think it desirable to produce upon this occasion.

I have, &c.
(signed) *Thomas Gray.*

Major J. Greig,
Central Police Office,
101 A, Dale-street, Liverpool.

— No. 36. —

(M. 1805.)

Board of Trade to Board of Customs.

Board of Trade, Whitehall,
6 March 1867.

Sir,

With reference to previous correspondence, respecting the "Elizabeth Buckham," I am now directed by the Board of Trade to inform you that they have specially appointed Captain H. D. Grant, R.N., and their Inspector, Mr. J. Hughes, as Inspectors, under "The Merchant Shipping Act, 1854," to inquire into

into the circumstances connected with the non-delivery to the Receiver of Wreck of certain portions of the cargo of that vessel, such inquiry to take place upon the spot.

I am, therefore, to request that you will be good enough to move the Commissioners of Customs to cause such instructions to be issued as may ensure the attendance, assistance, and co-operation of such of the officers of Customs in the neighbourhood as may be required to give evidence, or may, in the opinion of the Inspectors, be able to render other services in the course of the inquiry.

I have, &c.

The Secretary to the Customs. (signed) *Thomas Gray.*

— No. 37. —

(M. 1805.)

Board of Trade to Captain *H. D. Grant*, R.N.

[Similar letter and appointment forwarded to John Hughes, Esq., of the General Register and Record Office of Seamen, Adelaide-place, London Bridge.]

Board of Trade, Whitehall,

Sir. 6 March 1867.

I AM directed by the Board of Trade to inform you that it has been brought to their knowledge, that upon the occasion of the wreck of the "Elizabeth Buckham," at the entrance to the Mersey, in November last, a very extensive plundering of the cargo, which consisted of rum, took place on the south side of the river.

With a view to ascertaining the facts connected with the non-compliance with the law in the present case, and to prevent, as far as possible, a recurrence of the disgraceful scenes which attended the plunder of this property, but especially with the view of securing for the future a more complete and effective co-operation between the various local authorities in similar cases, the Board of Trade have determined to institute a local inquiry into the circumstances of the case.

I am accordingly directed to request that you will have the goodness to undertake it in conjunction with John Hughes, Esq., who has been requested to place himself in communication with you.

The details and particulars with respect to these proceedings will be found in the accompanying copy of a correspondence upon the subject, which I am directed to transmit for your information and guidance.* *See Note.*

To enable you to summon witnesses, and to administer oaths where you may think it necessary to do so, the Board of Trade have directed that you be appointed as an Inspector under the first part of "The Merchant Shipping Act, 1854."

An official form of appointment is accordingly enclosed.

I am to suggest that you place yourself in communication with Mr. Hughes, and proceed to Liverpool at an early day to hold the inquiry. *See Enclosure in 37.*

On your arrival at Liverpool it will be well to place yourself in communication with Sir Edward Cust, with the Chief Constable of Cheshire, with the Coast Guard and Customs' officers, and with the chief of the police at Liverpool, in order that you may obtain any assistance it may be in their power to give you in the way of procuring evidence, or of otherwise furthering the objects of the inquiry.

I am, &c.

Captain H. D. Grant, R.N., (signed) *Thomas Gray.*
4, St. Thomas-terrace, Charlton, S.E.

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* Copy of the foregoing Correspondence was forwarded for the information of Captain H. D. Grant and Mr. John Hughes.

Enclosure in No. 37.

Board of Trade, Whitehall, 6 March 1867.

17 & 18 Vict. c. 104. s. 14.

WHEREAS it is provided by "The Merchant Shipping Act, 1854," that the Board of Trade may, from time to time, whenever it seems expedient to them so to do, appoint any person as an Inspector, to report to them upon the following matters (that is to say):

"Whether the provisions of this Act, or any regulations made under or by virtue of this Act, have been complied with?"

Now, therefore, in pursuance of the said Act, the Board of Trade hereby appoint Captain H. D. Grant, of 4, St. Thomas-terrace, Charlton, S.E., an Inspector, to report

S. 450.

to them whether the provisions contained in "The Merchant Shipping Act, 1854," with respect to wrecks, have been complied with in the case of the "Elizabeth Buckham," wrecked in November last upon the Burbo Bank, on the coast of Cheshire.

(signed) *Thomas Gray*,
One of the Assistant Secretaries to the said Board.

— No. 38. —

(M. 1805.)

Board of Trade to Home Office.

Board of Trade, Whitehall,
6 March 1867.

Sir,

WITH reference to previous correspondence upon the subject of the "Elizabeth Buckham," I am now directed by the Board of Trade to acquaint you, for the information of Mr. Secretary Walpole, that they propose to institute a local inquiry into the circumstances connected with the non-delivery to the Receiver of certain portions of the cargo of that vessel.

With this view they have specially appointed Captain H. D. Grant, R.N., and their Inspector, Mr. J. Hughes, as Inspectors under "The Merchant Shipping Act, 1854," to undertake the inquiry, and to report on the case.

I have, &c.
(signed) *Thomas Gray.*

The Under Secretary of State,
Home Office.

— No. 39. —

(M. 1805.)

Board of Trade to General Sir *E. Cust.*

[Similar letter sent to T. J. Smith, Esq., Chief Constable for Cheshire.]

Board of Trade, Whitehall,
6 March 1867.

Sir,

I AM directed by the Board of Trade to inform you that they propose to institute a local inquiry into the circumstances connected with the non-delivery to the Receiver of Wreck of certain portions of the cargo of the "Elizabeth Buckham," wrecked on the Burbo in November last.

The Board of Trade trust that the report of the Inspectors who conduct this inquiry may suggest means of preventing the recurrence of the disgraceful scenes which then took place, and of securing a more complete and effective co-operation of the local authorities in wreck cases in future.

For the purposes of the inquiry they have specially appointed Captain H. D. Grant, R.N., and their Inspector, Mr. J. Hughes.

These gentlemen will visit Liverpool shortly, and will communicate with you.

The Board of Trade desire me to express a hope that you will be good enough to give them every assistance that may be in your power, with a view to furthering

furthering the object sought to be attained; and that you will be good enough to take steps for procuring a list of any witnesses whom you may think it desirable to produce upon this occasion.

I have, &c.
(signed) *Thomas Gray.*

General Sir E. Cust,
Leasowe Castle, near Birkenhead.

— No. 40. —

(M. 2001.)

Chief Constable of Cheshire to Board of Trade.

Sir, Chester, 7 March 1867.

In reference to your letter of 6th instant (M. 1805), I beg to say that I will direct every assistance in my power to forward the object in view.

I have, &c.
(signed) *T. Johnes Smith,*
Chief Constable of Cheshire.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 41. —

(M. 2059.)

Captain *H. D. Grant*, R.N., to the Board of Trade.

Sir, Folkestone, 8 March 1867.

I beg to acknowledge the receipt of your letter of the * 6th March, with its enclosures, and have the honour to inform you that I am in communication with John Hughes, Esq., with a view of leaving for Liverpool on Monday the 11th instant.

* See *ante*, No. 37.

I have, &c.
(signed) *Henry D. Grant,*
Captain, R.N.

The Assistant Secretary,
Marine Department, Board of Trade,
Whitehall, S.W.

— No. 42. —

(M. 2072.)

General Sir *E. Cust* to the Board of Trade.

Sir, Leasowe Castle, 10 March 1867.

I received your letter of † 6th instant on my return here last night, apprising me of the intention of the Board of Trade to institute an inquiry into all the circumstances attending the wreck of the "Elizabeth Buckham," on the Burbo, in November last; and that they have especially appointed Captain H. D. Grant, R.N., and their Inspector, Mr. J. Hughes, to visit Liverpool shortly.

† See *ante*, No. 39.

* * * * * * *

I do not, however, correctly understand whether the inquiry is to be limited to the particular wreck you have named, or into the subject more extensively, so that I should be glad to be favoured, as soon as possible, with some information as to the particular evidence sought. You need not doubt my readiness to render

render any assistance in my power, with a view to further the object sought—the preventing the recurrence of such scenes as have occurred, and of securing a more complete and effective co-operation of the local authorities in such cases in future.

Yours, &c.
(signed) *Edw. Cust.*

Thos. Gray, Esq.,
Board of Trade.

— No. 43. —

(M. 2072.)

Board of Trade to General Sir *E. Cust.*

Board of Trade, Whitehall,
13 March 1867.

Sir,

I AM directed by the Board of Trade to acknowlege the receipt of your * See *ante*, No. 42. letter of the *10th instant, and, in reply, to inform you that Captain H. D. Grant and Mr. J. Hughes have been instructed to wait upon you on Thursday or Friday next, as proposed in your letter.

With reference to your inquiry as to the scope of the present investigation, I am to acquaint you that although it will in the main have reference to the case of the "Elizabeth Buckham," it is intended to be thorough and searching with reference to the management of wreck matters generally on the Cheshire coast, and with the view, if possible, of devising some plan likely to ensure a better protection of wreck in future, and more efficient co-operation between the local authorities and officers.

I am, &c.
(signed) *Thomas Gray.*

General Sir E. Cust,
Leasowe Castle.

— No. 44. —

(M. 2072.)

Board of Trade to *J. Hughes,* Esq., and Captain *H. D. Grant,* R.N.

Board of Trade, Whitehall,
13 March 1867.

Gentlemen,

I AM directed by the Board of Trade to transmit to you the accompanying See *ante*, No. 42. copy of a † letter which has been addressed to this Board by Sir E. Cust, and to acquaint you that that gentleman has been informed that you will wait upon him at Leasowe Castle on Thursday or Friday next.

I am, &c.
(signed) *Thomas Gray.*

J. Hughes, Esq., and
Captain H. J. D. Grant, R.N.,
Care of the Collector of Customs, Liverpool.

— No. 45. —

(M. 2149.)

Admiralty to Board of Trade.

Admiralty, 12 March 1867.

Sir,

‡ See *ante*, No. 34. IN reply to your letter of the ‡6th instant, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Board of Trade, that instructions have been given for the officers of the Coast Guard

Guard to give such evidence and assistance as may be in their power at the inquiry about to be held into the circumstances attending the wreck of the "Elizabeth Buckham."

I am, &c.

The Assistant Secretary, (signed) *W. H. Romaine.*
Marine Department, Board of Trade.

— No. 46. —

(M. 2201.)

Board of Customs to Board of Trade.

Sir, Custom House, London, 14 March 1867.

I AM directed by the Commissioners of Her Majesty's Customs to state, for the information of the Lords of the Committee of Privy Council for Trade, that, in accordance with the request contained in Mr. Gray's letter of the *6th instant, they have issued instructions to the Collector of this Revenue at Liverpool, to assist and co-operate with the Inspectors appointed by the Board of Trade to hold an inquiry into the circumstances connected with the non-delivery to the Receiver of Wreck of certain portions of the cargo which came on shore from the vessel "Elizabeth Buckham."

* See *ante*, No. 36.

The Collector at Liverpool has now represented to the Board that the Inspectors have arrived at the port, and that it is believed the inquiry has been granted at the request of Sir Edward Cust, and will embrace a much wider range than appears to be contemplated in the directions received from this Board. The Collector has further stated that the inquiry will be a public one, attended by reporters, and that the Inspectors have availed themselves of the assistance of Mr. Tyndall, the solicitor usually employed by this Department, and he has requested authority to call in some other able solicitor to watch the case on the part of the Customs and Coast Guard.

Adverting to these representations of their Collector, and to the letter of Sir Edward Cust to the Board of Trade, and to the tenor of the correspondence which has taken place between the Board of Trade and this Department on the subject of the wreck of the "Elizabeth Buckham," the Board cannot but apprehend that the investigation is intended to assume the character of a criminatory charge against the officers of this Department as well as those of the Coast Guard; and they would deem it necessary in that case to employ a solicitor and counsel to watch the proceedings in defence of the conduct and character of their officers.

They would venture, however, to point out to the Board of Trade that a public trial of this nature, in which two public Departments of the Government were placed in antagonism to each other before the public, and in which mutual recriminations might be made, would be a very unseemly proceeding, and would not tend to that good feeling and co-operation which it is desirable to maintain between the officers of the several departments concerned for the efficient conduct of public business; and before replying to the letter of the Collector at Liverpool, they take leave to request that they may be informed more specifically of the purpose for which the inquiry has been instituted, and to what extent it will be carried.

I am, &c.

T. H. Farrer, Esq. (signed) *J. B. Hale,*
&c. &c. Assistant Secretary.

— No. 47. —

(M. 2201.)

Board of Trade to Board of Customs.

Board of Trade, Whitehall,

Sir, 15 March 1867.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the †14th instant, stating that directions have been issued to the Collector of

† See *ante*, No. 46.

Customs at Liverpool to assist and co-operate with the Inspectors appointed by this Board, to hold an inquiry into the circumstances connected with the non-delivery to the Receiver of Wreck of certain portions of the cargo of the "Elizabeth Buckham;" and I am to convey to you the thanks of this Board for the steps taken by the Commissioners in the matter.

With regard to that part of your letter in which you represent that the Collector at Liverpool has stated that the inquiry will be a public one, and that the Inspectors have availed themselves of the assistance of Mr. Tyndall, a solicitor, I am directed to inform you that the Collector is correct as regards the public nature of these inquiries, but so far as the employment of Mr. Tyndall is concerned, the Board of Trade believe the statement of the Collector to be inaccurate, as they have given no directions whatever for the employment of professional assistance. They will, however, communicate on this point with Mr. Hughes by to night's post.

As regards the statement of the Collector of Customs, natt the inquiry has been granted at the request of Sir Edward Cust; and as regards the apprehension of the Board of Customs, that the investigation is intended to assume the character of a criminatory charge against the officers of Customs and Coast Guard, the Board of Trade direct me to state that the inquiry is not instituted at the request of any one, and that, so far from the investigation being intended to assume the character of a criminatory charge against the officers of Customs and Coast Guard, the Board of Trade have distinctly stated to the Admiralty that in the representations they, the Board of Trade, have thought it right to make on this subject, they had no intention of implying any censure on the conduct of the Coast Guard, or upon any supposed misunderstanding between the Coast Guard and the Constabulary; and they wish me now to point out, that what applies to the Coast Guard applies equally to the officers of Customs.

The Board of Trade have not, nor have they had, any intention to find fault with the conduct of any of the officers whatever. At the same time, the fact that so much confusion could arise without the possibility of charging the blame to any particular body of officers, would fairly warrant the inference that some serious defect must exist in the present system, and that steps should be taken for a more complete co-operation and a more perfect organisation on the coast, with a view to render impossible the recurrence of such disgraceful scenes. It was with this view, as the Admiralty have already been informed, and with this view only, that the Board of Trade have thought it right to order an official investigation. The chief object sought is to obtain a more efficient co-operation between the various local authorities and officers in future; and I am to request that, in order to assist in attaining so desirable an end, you will move the Board of Customs to direct their officers at Liverpool to be informed that no blame whatever is attributed to them, or has been attributed to them by this Board, and to be directed to assist the Inspectors in a thorough and searching investigation of the facts concerning the non-delivery of wreck in the case of the "Elizabeth Buckham," as well as in framing suggestions tending to prevent infringements of the Act in future.

I am, &c.

The Secretary, Customs. (signed) *Thomas Gray.*

— No. 48. —

Mr. Hughes being desired to report upon the letter from the Customs (No. 46), replied as follows:—

J. Hughes, Esq., to Board of Trade.

16 March 1867.

The inquiry was commenced at Liscard this morning, and has been confined to the circumstances attending the landing of the cargo of the "Elizabeth Buckham." Some statements were volunteered by Sir Edward Cust, Mr. Ewart, and Mr. Bouch, three of the county magistrates, after the object of the inquiry had been explained. It was distinctly stated and understood that there was no charge or complaint against any one; that the Board of Trade fully recognised the zeal of the officers of the Customs and Coast Guard, as well as of the police, but that it was possible that there was a want of arrangement of their proceedings.

ings. Mr. Byrne, the Assistant Receiver, was present on behalf of the Collector, and was examined at some length, and other testimony was received of the nature and condition of the cargo, the locality where it came ashore, and how it was taken charge of prior to its being removed by the officers of the Customs.

Captain Grant and I called upon Mr. Tyndall to ascertain the names of the witnesses, and other particulars in relation to the bills of lading, &c. of the cargo; but it was clearly understood by him that he was not in any way engaged by us either as adviser or advocate.

There has been no one of the legal profession employed in relation to this inquiry, and we had fully determined from the commencement that, without the express directions of the Board of Trade, none would be allowed to take part in the proceedings.

Hitherto, nothing has been imported into the proceedings to justify the apprehensions of the Collector; and so long as the parties concerned come forward and give the requisite information in the way it has been done this day, I have no apprehension of anything occurring of an unpleasant character.

I am, &c.

The Secretary, Board of Trade. (signed) *J. Hughes.*

— No. 49 —

(M. 2201.)

Board of Trade to Board of Customs.

Board of Trade, Whitehall,
18 March 1867.

Sir,

With reference to my letter of the 15th instant, I am now directed by the Board of Trade to inclose a copy of a letter from their Inspector, from which it will be seen that the Collector of Customs at Liverpool was not correct in stating to the Board of Customs that "the inspectors had availed themselves of the services of Mr. Tyndall," in the inquiry now being instituted in the case of the "Elizabeth Buckham" wreck. *See* No. 48.

I have, &c.

The Secretary, Customs. (signed) *Thomas Gray.*

— No. 50. —

(M. 2690.)

Captain *H. D. Grant*, R. N., and *J. Hughes*, Esq., to Board of Trade.

Wreck of the "Elizabeth Buckham."

Sir,

London, 28 March 1867.

In accordance with the instructions conveyed in the Assistant Secretary's letter of the *6th instant (M. 1805), that we should undertake an inquiry into the plunder of the cargo of the "Elizabeth Buckham," and the disgraceful scenes which attended it, but especially with the view of securing for the future a more complete and effective co-operation between the various local authorities in similar cases, we proceeded to Liverpool on the 11th instant, and forthwith placed ourselves in communication with Lieutenant General the Honourable Sir Edward Cust and other magistrates of the county of Chester in the locality, the Chief Constable of that county, the Inspecting Commander of the Coast Guard, the Collector of the Customs at Liverpool, and with the Chief Constable of that borough, from whom we received every requisite attention, and made preparations for holding the inquiry at the Court-house, Liscard, which is in close proximity to the coast where the plunder was effected. * See *ante*, No. 37.

Before we proceed to report upon the inquiry, it will be convenient to refer, as concisely as possible, to the wreck of the vessel.

The "Elizabeth Buckham" was a brig of 242 tons register, of the port of Whitehaven, commanded by Mr. Thomas Wylie with a crew of nine hands, and

was a regular West India trader ; she was last laden at Demerara with a cargo of rum, sugar, and other produce, and arrived at Queenstown, Cork, on Sunday, the 25th of November. On the same day she continued her voyage to Liverpool. She communicated with the North-West Light Ship at 8 p.m. of the following day, the master inquiring what was the time of the tide. It was blowing fresh at the time, and it is doubtful whether the reply, that there was not water at the bar, was heard, as she stood on; and at 8.40 p.m. she was observed by the Formby Light Ship on the south side of the Queen's Channel, burning a large light. The steam tug "Rattler" at 10 p.m. passed the brig with her foremast only standing, and aground on the Burbo Bank; and the master of the tug, finding he could not render assistance, communicated with the Formby Light Ship, and proceeded to Liverpool, reporting the disaster at midnight to Mr. Hills, the Marine Surveyor of the Mersey Dock and Harbour Board; and in an hour afterwards the No. 2 Life Boat, in tow of a steam tug, started for the bar, arriving there at 2.40 a.m. of the 27th, but nothing could be seen of the vessel. Between one and two o'clock of the same morning the masters of the steam tugs "Warrior" and "Talbot" passed a quantity of wreck in the Crosby Channel, which was going up the river with the flood, and which there can be no doubt was a portion of the wreck of the ill-fated "Elizabeth Buckham."

There is, therefore, little doubt that the catastrophe is attributable to the error of attempting to cross the bar too early in the tide. The vessel, after striking, speedily went to pieces, and all on board perished. Every effort was subsequently made by the Marine Surveyor to ascertain if any of the crew could be saved, without avail. Early on the morning of Tuesday (the 27th) he despatched the steamer "Alert" to scour the bay for any remains of the wreck, and the intelligence brought back was, that a considerable portion of it was lying nearly south from the inner buoys of the Victoria Channel.

So far, we are enabled to account for the vessel.

The cargo of rum, sugar, cocoa-nuts, and a few bales of cotton, was seen floating about early in the morning of Tuesday, the 27th. At ten o'clock in the morning of that day, Mr. John Allen, master of the Prince's Landing Stage, received intelligence that there were cocoa-nuts and rum floating about in the River Mersey; in fact the rumour was general at that hour; and at two p.m. of that day he saw the casks from the Prince's Landing Stage, and sent out six or eight steam tugs to pick them up.

We learn from Mr. Bouch, the consignee of the cargo, and others, that this news was well known at the Exchange at the hour of commencement of business of the 27th November. About 10 or 11 o'clock of the 27th, some of the cocoa-nuts came on the Cheshire shore, and they were eagerly picked up by a number of men and boys, who were now congregated together for that purpose. The rum casks came ashore soon afterwards, and the news spread with rapidity. The people who were collected together seemed to be actuated at first more with the view of salving the property, but finding it unprotected, and that they could carry it away with impunity, used every description of utensil for doing so. That many things of a disgraceful and demoralizing description took place in consequence, there can be no doubt. Yet we think the statements in the newspapers were much exaggerated. We have had no evidence of the people having, in any instance, set the law at defiance; they contented themselves with doing what has been unfortunately customary from time immemorial, namely, conveying away for their own use the waifs of the sea, if unprotected, which they have ever considered to be fair prize to the first possessor. Some of the witnesses have sworn that the carters who conveyed the rum along the shore were intoxicated, while others denied this; and we are led to believe that in some instances these men had partaken of the spirits, and a very small quantity of it was sufficient to make any man succumb to its influence.

Much damage was done, more by the waste after spiling of the casks than by the actual quantity carried away.

The evidence bearing on the immorality reported was very conflicting, but we are of opinion that there were scenes of dissipation, resulting from the excitement occasioned by drinking spirits of such strength.

We have the important evidence of Mr. Genn, the Acting Surveyor of the Customs, as to the quantity of rum saved. Mr. Genn shows that the deficiency was 12·8 per cent. on the casks washed ashore in Cheshire. This deficiency must be taken as the difference between the "full contents" and the "ullage," that

that is between what the cask would hold if full, and the quantity found in it. It must be observed that in the ordinary importation of rum the puncheons are deficient of about 5 %; therefore 7·8 % will be about the quantity plundered and allowed to run waste from the casks in question. We must further remark upon the unanimous testimony which has been given that the quantity saved from this wreck was favourable. In the breaking-up of such a vessel very many of the casks must have been destroyed, and others so much damaged that the contents were lost; and it is our conviction that the loss by waste on the beach was much greater than the plunder, and that altogether, the quantity saved was more than the average, when all the circumstances are considered.

We shall now proceed to report the force available for the protection of life and property on such an occasion.

The first is the Coast Guard. The main station on the Cheshire coast is at Hoylake, where there is a chief officer, with six men, and with a detachment at New Brighton of a chief boatman in charge, and two men. On the opposite coast there is a station at Waterloo, with a force consisting of a chief officer and seven men.

The Coast Guard is available for, and it is an essential and important part of its duty, to assist the Receiver of Wrecks on occasions of this nature.

The next is the Customs. In the port of Liverpool there are necessarily a very large number of officers, and in an instance like that of the wreck of the cargo of the "Elizabeth Buckham," there can be no doubt that a sufficient force of outdoor officers could be detached for the protection of the property without loss of time.

In addition to the officers of the Coast Guard and of the Customs, there is available, in an emergency, the services of the constabulary of Cheshire, Lancashire, and the borough of Liverpool, together with the river police. We are, therefore, of opinion that there was an ample available force to meet this exigency, had the arrangements been prompt and satisfactory.

The next subject for consideration is the mode in which these respective forces were brought into operation for the protection of this property.

We find that Mr. Jones, the chief officer of the Coast Guard at Waterloo, sent a telegram to the Receiver of Wreck to acquaint him that some "vessel was wrecked; large number of casks on Burbo; will go up the river with flood; nothing here." This telegram was received at the Custom-house by Mr. Williams, the Acting Deputy Receiver of Wreck, at mid-day of the 27th of November (that is about the time the casks of rum were coming on shore on the Cheshire coast). It was taken at once to the Receiver, who ordered it to be taken to the Inspector General, and by that officer it was referred to the River Surveyor. The River Surveyor states that he sent his boats to look after the fishermen picking up the casks; but it is much to be regretted that when he learnt, what everybody on the Prince's Landing Stage knew, that casks of rum were floating in the river, he did not at once report the fact to the Receiver, or ascertain whether they were going on shore on any part of the coast, and take steps for acquainting the Receiver of the state of the case. We are of opinion that the River Surveyor, whose station is so prominent and convenient on the Prince's Landing Stage, was remiss in this instance in the performance of his duty, when we consider that from this landing stage intelligence of the cargo being in the river was first received at the office of the Marine Surveyor of the Mersey Dock and Harbour Board as early as 10 a.m. of the 27th of November.

The Collector of Customs is the Receiver of Wreck for the port of Liverpool; and the Board of Customs have from time to time approved of an officer, who has been selected by the Collector, to assist him as his deputy receiver. At the present time the deputy receiver is an examining officer, at a salary of 200 *l.* per annum, and he complains that, in consequence of his selection for this duty, he is deprived of certain allowances for overtime which are enjoyed by his brother officers of the same class.

Reverting to this particular wreck, it was a most unfortunate incident that Mr. Byrne, the deputy receiver, was at Southport disposing of wrecked property on the eventful day in question, the 27th November. We presume, from the commendations which have been made of the energy and zeal of this officer, that he would have been on the alert, and have taken energetic measures for salving and protecting this property had he been at home; but as he was absent, and from the evidence of Mr. Williams we ascertain that he was the officer deputed to re-

present Mr. Byrne, the deputy receiver, we are of opinion that Mr. Williams was the officer to whom the telegram should have been referred for action by the Receiver; and it would have been his duty to have made such dispositions and arrangements as the exigencies of the service required. It has not transpired that the Inspector General had anything to do with the duties of the Receiver of Wreck. It is true that, in the event of a number of out-door officers being required for special duty, they would be detailed for that duty by him; and in a case of this kind, where the revenue was so largely interested, there can be no question that 10 or 12 officers ought to have been on the Cheshire coast, under command of a superior, for its protection.

While on this subject, we beg leave to suggest that, in this important port, where the Receiver is unable, in consequence of his presence being constantly required at the Custom-house to attend to any out-door duties of any description, the Deputy Receiver should be specially appointed, agreeably with para. 156 of the Instructions, to enable him to exercise the powers vested in the Receiver under Sections 441, &c. of the Act.

The chief boatman in charge at New Brighton in November last was Mr. W. Springett; and we learn that when this wreck occurred he had only been there a few days; and it is evident that he had a very imperfect knowledge of his duty, otherwise he would have sent a special messenger to the Receiver, and also to the Inspecting Commander, who resides at Birkenhead. In both cases the messages ought to have been delivered within the space of one hour, and Mr. Springett would have had the assistance which he so much needed. Instead of that, he appears to have been bewildered with his responsibilities, and to have relied upon the assistance so opportunely given by the constabulary. It is, however, but justice to this officer to state that, excepting the grave error of omitting to communicate with the Receiver and Inspecting Commander, he was most energetic and persevering in the disposition of his men, and in the employment of carts to convey the casks to a place of safety.

There was some altercation between Thomas, one of the commissioned boatmen, and the police inspector, which, since we learnt that it was the result of a previous grievance between them, we did not inquire into. Although there was an implication of drunkenness against Thomas, we think it but justice to him to state that, from what transpired, it could not have been substantiated. Mr. Springett having been removed to another station, we were unable to ascertain the real merits of this disagreement, so prejudicial to the public service.

The force of the Coast Guard at New Brighton was augmented by men from the main station at Hoylake, who rendered very valuable service in protecting the property washed ashore near Leasowe Castle, although it unfortunately happened that the chief officer was absent from his station on duty on this important occasion, when it is very evident that the presence of a superior officer would have been beneficial.

We now come to the services rendered by the Cheshire county constabulary, under Inspector Watson and Serjeant Hindley. So soon as these officers received information of the state of things at New Brighton, they at once proceeded to the beach with all the men at their disposal. They were in entire co-operation with the Coast Guard officer in the endeavour to protect the property from plunder, and we cannot commend too highly the unrequited services of these men. At one period, from midnight of the 27th until between five and six o'clock of the following morning, the constabulary was in entire and sole charge of the property and the revenue. Mr. Springett and his men were exhausted, and retired to rest. This is an almost unexampled instance of property of so much value and of revenue, amounting to several thousands of pounds, being left in charge of the police within so short a distance of an available force of officers of the Crown; and it redounds greatly to the credit of the constabulary that the duty was faithfully and successfully executed during a cold winter's night, without a murmur, and without the smallest fee or reward.

We now proceed to point out what we conceive to be the most facile and expeditious mode of securing information, and, when the information is obtained, of acting upon it. We may premise by stating that Mr. Hills, the Marine Surveyor, to whom the earliest information of wrecks is forwarded, whose office is in the building of which the Custom-house is the most conspicuous part, will from this time forth furnish the Receiver with written intelligence of all disasters within the port of Liverpool as soon as he receives it. This intelligence is the

the same as is posted at the Exchange-rooms, and will be delivered to the Receiver about the same time that it is posted at the Rooms. The Board of Trade were in correspondence with the authorities at Liverpool in the year 1855 in relation to wrecks, and instructions were then given to the Marine Surveyor in regard to information required by the Receiver, of wrecks removed; and the furnishing of intelligence of disasters will be considered by Mr. Hills as supplementary to those instructions.

Other suggestions have been made, of semaphores, and of telegraph wires from the Exchange to the Custom-house; but with the information which can be so readily and so authentically obtained from the Marine Surveyor, we are of opinion that no other expedient is required.

Having explained the details of the wreck, the conduct of the people, the available force for the prevention of plunder, and what was the action of the different officers, we now proceed to show where the organisation was deficient.

There certainly was a want of arrangement and foresight on the part of the Customs and Coast Guard on this occasion. With the exception of the telegram received from Mr. Jones, the zealous and active chief officer at Waterloo, there does not appear to have been the least effort to communicate with either the Receiver or with the Inspecting Commander; and it is a coincidence to be lamented that those gentlemen first heard of the deplorable demoralisation and plunder on the Cheshire coast through the public press, on the morning of the 28th, while they were both so near to the scene of disorder. It is equally to be regretted that, in the absence of Mr. Byrne, there was no proper understanding as to who was responsible, under the Receiver, for the duties of that office. In the same way, the chief boatman in charge at New Brighton should have sent a special messenger to his superior officer, and to the Receiver, neither of which was done by him.

While repeating our commendation of the chief officer at Waterloo for his diligence and promptitude, we are of opinion that the other officers of the Coast Guard in this division should be strictly enjoined to send a special messenger by the speediest conveyance available, with a written intimation of disasters of this description to the Receiver of Wreck, as well as to the Inspecting Commander. It will rest with the Receiver to send the requisite number of officers and men to protect the property against plunder; the Inspecting Commander exercising the power vested in him of concentrating a larger force at any particular locality, if the exigencies of the case demanded it. With reference to the police, we have had sufficient proof of their zeal, activity, and promptitude in rendering their valuable aid in preserving the peace, and in assisting the Coast Guard in protecting property and the revenue. There would appear to be an impression on the minds of some of the Coast Guard men that the police were "interfering." When such important assistance was required as on this occasion, we cannot but consider that the Coast Guard should have thankfully accepted the aid which was given by the police, instead of considering it an interference.

Various opinions have been stated of the number of officers and men that would be required on this emergency. Some have gone so far as to say that no amount of force would prevent the plunder of the rum; others qualified their opinions by specifying the number required at 500; and we have it from practical persons, well acquainted with the locality and the circumstances, that if the case had been dealt with promptly, and before the people got a taste for plunder, that 30 well-disciplined men would have protected the whole of the property; and we are of opinion that this number would have been ample for the purpose, providing that there had been a superior officer of experience to make a proper disposition of the force under his command. Therefore, estimating the Coast Guard (including the assistance obtained from the Hoylake station) at 9 men, and the constabulary at 11 men, the additional force required from the Custom-house need not have been more than 10 out-door officers to have effectually prevented the plunder that took place.

Referring to the suggestions which were made by Sir Edward Cust and Mr. Ewart, in regard to the want of information of the duties of the respective local authorities in cases of this nature, we obtained from the Receiver a number of the notices relating to the duties of officers and others for protecting wreck, and of those persons who obtain possession of wreck, which have been issued by the Board of Trade, and they have been handed to Captain Smith, the chief of the Cheshire constabulary, for distribution. It will be equally desirable to

distribute these notices extensively along the coast, and this can be done through the instrumentality of the Coast Guard. On the duties of the magistrates in such cases we took leave to offer some observations at the public inquiry, to the notes of which we beg leave to refer, for it does not appear that the provisions of the "Merchant Shipping Act, 1854," are as well known as might be desired.

We annex to this report a chart of the entrance to the port of Liverpool, showing the spot where the "Elizabeth Buckham" was wrecked, and the locality where the cargo drifted ashore. Also an account of the cargo, which has been furnished to us by J. Bouch, Esq., the consignee; and Mr. Genn's approximate statement of the deficiency in the rum. And we beg to forward herewith full notes of the proceedings at the inquiry with which we have had the honour of being entrusted. With reference to the observations with which we were favoured by Sir Edward Cust and J. C. Ewart, Esq., relative to the strength of the Coast Guard at New Brighton, we are of opinion that, although on an occasion of this nature a larger force would have been desirable, the fact of there being an ample force of Custom-house officers so near, is no doubt a sufficient reason for the reduction of that valuable force at New Brighton.

On the question of salvage, which these gentlemen stated to be inadequate, we can only say that, generally, it is a question for the owners or underwriters and the salvors, rather than the Receiver, who is not expected to do more than retain possession of the property, or take security until the salvage and all expenses are paid.

Another matter was incidentally alluded to, the employment of persons other than those in the pay of the Government, to protect the property on emergencies of this nature. J. Bouch, Esq., one of the county magistrates, suggested that a number of special constables should be sworn in; and, in the event of there being no available assistance from the constabulary, such a course of proceeding by the magistrates would, in our opinion, be most judicious. But in this case the constabulary were present, and readily assisted the officers of the Crown. We have already alluded to the unrequited services of the constabulary on the occasion in question, and we take leave to submit whether there are any means of remunerating them for their services, in which case we strongly recommend that it should be done. And we would suggest whether to meet future similar cases the constabulary should not have their services properly recognized, and adequately remunerated, as in the case of the Irish constabulary. In concluding this report, we would recommend that there should be a distinct understanding on the part of the Receiver as to the officer who is to represent the Deputy Receiver in his absence, and that with a hearty and zealous co-operation of the respective officers of the Customs and Coast Guard, together with a recognition of the police when assisting them, there will be no necessity for any change in the force, or the regulations which govern the officers.

We have, &c.

(signed) *Henry D. Grant,*
Captain, R.N.

J. Hughes.

The Secretary,
Board of Trade.

Trace page 42.

CHART OF LIVERPOOL BAY

FROM SURVEYS MADE IN THE YEARS 1859 & 62.

Graham Hills
MASTER ROYAL NAVY, ASSISTANT MARINE SURVEYOR.
LIVERPOOL.

All Bearings by Compass. Variation at Liverpool 23°50' West.

SCALE OF TWO NAUTIC MILES. 0 ¼ ½ ¾ 1 2

Reference.

Soundings are in Feet at Low Water of Spring Tides.
Dry at Low Water
Include Depths up to 9 feet
Dº Dº 12
Dº Dº 18
Dº Dº 24
Leading Line
Dº to be Sailed on
Compass Course

Spencer's Spit Bell Beacon.
Q.F.Y. Bell Beacon.

NORTH WEST LIGHT SHIP
HORSE CHANNEL FAIRWAY
F O U R A N D T H R E E F A T H O M
QUEEN'S CHANNEL
VICTORIA CHANNEL
LITTLE BURBO
ZEBRA FLATS
TAYLOR'S BANK
JORDAN BANK
JORDAN FLATS
FORMBY CHANNEL
FORMBY SPIT
FORMBY BANK
FORMBY POOL
MADAD WHARF
CROSBY CHANNEL
CROSBY BANK
CROSBY SHIP
FORMBY SHIP
WRECK SUNK
First Struck
Portion of Side
Dries 3 ft.
Dries 4 ft.
Dries 6 ft.
Dries 11 ft.
N.W. Marks
N.W. Marks.
Formby Old Lighthouse
Victoria Beach Mark
Formby Old Lighthouse
Crosby Lighthouse
Flagstaff
LIMIT OF LIGHT
MERSEY

HELBRE ISLAND
MIDDLE ISLE
WELSHMANS CUT
EYE
HOYLAKE
Hotel
Lower Hoylake Lt.
Hoylake Church.
Upper Hoylake Lt.
Upper Hoylake Lighthouse.
Lower Hoylake Lighthouse.
Dove Marks
Leasowe Lighthouse
Leasowe Lighthouse.
Leasowe Castle
Wallasey Church
Mill.
Bidston Lighthouse.
Bidston Lighthouse
Rock Lighthouse
Rock Lighthouse.
Crosby Lighthouse.
Crosby Beach Mark.
Horse Channel FY. Bouy.
Bootle Obelisks
Walton Mark
Kirby Church open Westward of Hoylake Hotel.
HOYLE BANK
WEST HOYLE BANK
EAST HOYLE BANK
SWASH
HORSE CHANNEL
MEOLS
FOUR FEET
SPENCER'S SPIT
NORTH SPIT
NORTH BANK
BRAZIL
BURBO BANK
ROCK CHANNEL
MOCKBEGAR WHARF
CROSBY POINT
PART OF LIVERPOOL DOCKS
FORT
Dries 12 ft.
Dries 7 ft.
Dries 8 ft.
Dries 4 ft.
Dries 10 ft.
Highest Part of Bank Dries 22 ft.
Highest Part of Bank Dries 24 ft.
S.E. by S.
S. by E.
S.W. by S.
S. by W. ½ W.
E.S.E.
E.N.E.
E. by S.
E. by N.
H.1.
H.2.
H.3.
H.4.
HE.1.
HE.2.
HE.3.
HE.FY.
L.1.
L.2.
R.1.
R.2.
R.3.
R.4.
R.5.
R.6.
C.4.
C.5.
C.6.
C.7.
C.8.
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12

Enclosure 1, in No. 50.

"ELIZABETH BUCKHAM."

Sailed from Demerara, 26th September 1866; wrecked on the Night of the 26th November.

Her cargo consisted of—

232 hhds. 94 bags Sugar.
138 P. 19 H. 13 B. Rum.
16 bales Cotton.
7,281 Cocoa-nuts.
1 case Cocks.

RUM SAVED.

	P.	H.	B.		£.	s.	d.
PR	8	7	7	sold for	144	5	–
TPF	7	4	2	„	100	19	2
P	39	0	1	„	356	15	3
R	18	6	0	„	195	10	6
TDV	3	0	0	„	29	3	11
H	27	0	0	„	252	5	5
No Mark	1	0	0	„	9	4	4
	103	17	10		1,088	3	7

ESTIMATED DUTY on Rum saved.

P.	H.	B.		
103	17	10	containing	10,180 Liquid Gallons,
			say averaging 32 per cent. OP.	3,257 O. P. „
				13,437 Proof Gallons for Duty,

at 11*s.* 2*d.* per Gallon, would be £. 6,830 9 6

Enclosure 2, in No. 50.

PORT of LIVERPOOL.

APPROXIMATE STATEMENT from the Landing Account of the "Elizabeth Buckham," from *Demerara*, Wrecked Vessel, showing the Deficiencies on Rum washed ashore or picked up in the River.

	Number of Casks.	Full Contents.	Ullage Contents.	Deficiency.	Deficiency per Cent. on the whole Lot.	Number of Casks wherein the Deficiency exceeds the Average.	Per-centage of the whole Number of Casks.	Deficiency per Cent. on such Casks.
		Galls.	*Galls.*	*Galls.*				
Washed ashore at Cheshire	115	9,754	8,496	1,258	12·8	29	25	28·5
Ditto - - Lancashire, or picked up.	21	1,848	1,642	206	11·1	7	33	21·5

REMARKS.—This account is sufficiently accurate to give a general idea of the case, but has not been worked out to the minuter fractions.

E. & O. E.

Liverpool, 20 March 1867.

J. H. Genn,
Acting Surveyor.

Enclosure 3, in No. 50.

Extract from Log of N. W. Lightship.

Monday, 26th Nov. 1866. Time, 8 p.m.—Brig passed in, swinging North Flood; took in the mainsail. Bar., 29·80.

Extract from Log of Formby Lightship.

Monday, 26th Nov. 1866.	8.	p.m.—Bar., 29·90.
	8.40	„ —Observed a vessel on south side of Queen's Channel Bar, bearing N. W. by W. ½ W., burning a large light.
Wind west, strong breeze.	10.45	„ —A steam-tug spoke me, and said he could not render any assistance, and asked me should he go for a lifeboat. I said "Yes," and he went to Liverpool for a lifeboat. The ship was drifting up along Little Burbo, bearing W. S. W. of us; foremast only standing.
	11.30	„ —The vessel disappeared.

Enclosure 4, in No. 50.

Wreck of "Elizabeth Buckham."

Copy Report of Services rendered by Liverpool Life-boat, No. 2.

27 November 1866.

The marine surveyor reports that last night, at a quarter of an hour after midnight, he received intelligence that the steam-tug "Rattler" had passed a vessel ashore on Little Burbo, in want of life-boat aid. He immediately proceeded to the Prince's Stage, and found a life-boat's crew in course of mustering. No. 9 Pilot-boat had just arrived, and the master coming on the stage, confirmed the report of the tug, stating that he saw the vessel ground, and her mainmast fall over the side about half-past 10 o'clock.

At 0.50 a.m. a complete crew had been mustered, and proceeded, in No. 2 Boat, in tow of the "Rattler," accompanied by the marine surveyor; and, at 2.40, arrived at Little Burbo. No sign of the wreck was visible. The life-boat cast off from the tug, and, with praiseworthy perseverance, pulled across and across the bank until 3.25, when she returned to the tug. Meantime, the tug communicated with the Formby Light Vessel, and received from her the report that the wreck on Little Burbo had disappeared before midnight. The "Rattler," with the life-boat in tow, returned to Prince's Stage at 5 a.m.

(signed) *Graham H. Hills,*
Marine Surveyor.

To the Marine Committee of the
Mersey Docks and Harbour Board.

Enclosure 5, in No. 50.

Extract from the Letter of the 31st December 1855, from the Secretary to the Committee of Privy Council for Trade (Marine Department), setting out Arrangements for the conduct of the Duties of the Receiver of Wreck and the Water Bailiff of the Mersey Docks and Harbour Board, in respect of the charge and removal of Wrecks obstructing the Navigation of the Mersey.

I am, therefore, to propose the following arrangements which will, my Lords believe, prevent any difficulties for the future, and will enable the harbour authorities and the receiver harmoniously to discharge their several duties:—

1. That the water bailiff or other officer of the Conservators of the Mersey, or of the Town Council, or other officer charged with the duty of raising wreck, be required to report all wreck raised to the receiver, as required by sec. 450 of "The Merchant Shipping Act, 1854."

2. To report also the names and addresses of the owners, if known.

3. To report also the expense incurred in raising the wreck, and if it is sold, the amount of the purchase money.

4. If the expense incurred exceeds the purchase money, or if the owner is known and the surplus beyond the expense incurred, if any, is handed over to him by the water bailiff or other officer of the harbour authorities, the receiver is not to interfere or to charge fees.

5. If

5. If there is a surplus, and the owner is not known, then the surplus is to be handed over to the receiver, to be dealt with as unclaimed wreck.

6. The Town Council or other local authority to undertake to indemnify the receiver against any claim which may be made upon him in virtue of his office as receiver, by persons claiming to be owners of property which has been disposed of by the water bailiff or other officer of the harbour authorities.

7. This arrangement to be subject to alteration at any time if not found to work satisfactorily.

(signed) *T. H. Farrer.*

Enclosure 6, in No. 50.

"*Re* Elizabeth Buckham."—Notes of the Inquiry.—March 1867.

Court House, Liscard, 16 March 1867.

Court of Inquiry into the wrecking of the Cargo of the "Elizabeth Buckham," in November last, on the Coast of Cheshire, conducted by Captain *H. D. Grant*, R. N., and *John Hughes*, Esq., Inspectors, appointed by the Board of Trade under the 14th section of "The Merchant Shipping Act, 1854."

Mr. *Hughes*.—We are directed by the Lords of the Committee of Privy Council for Trade to attend here for the purpose of making inquiry into certain circumstances of a somewhat extraordinary nature, which took place in the month of November last, upon the landing of a large portion of the cargo of the "Elizabeth Buckham." It is scarcely necessary for me to state what those circumstances were; they are well known. I would say, in the first instance, that the services of the coast guard, the police, and the Custom-house officers, on the occasion of this wreck, have been, I believe, fully recognised by the Government; their zeal, when the circumstances were reported to the officers, has never been questioned. The object contemplated by the Board of Trade in this inquiry is to ascertain whether any arrangement can be made which would more effectually protect property thrown on shore in this manner, and prevent the demoralization which appears to have occurred on the occasion referred to; and I would wish it to be distinctly understood, that it is not the desire of the Board of Trade to cast any imputation or to bring any charge, either against the coast guard, the police, the Custom-house officers, or any one else. The Act of Parliament under which we are now proceeding is commonly and well known as "The Merchant Shipping Act, 1854." By that Act the Board of Trade are empowered to appoint inspectors to inquire into certain matters, and the inspectors so appointed have power to call before them such witnesses as they may think proper, and to examine them on oath as to the truth of the statements they may make. I will now read over the portion of the Act which relates to the duties of the Receiver of Wreck; by it you will perceive that the powers conferred on that officer are very extensive. He is authorised not only to take into custody any person who has actually broken the law, but also to prevent the law being broken, and to use force, if necessary, in so doing.

Mr. *Hughes* then read over the sections of the Act which relate to the duties of receivers of wreck, and the power to suppress plunder and disorder; also the section (445) under which certain officers shall exercise the powers of the receiver in his absence.

The Act of Parliament is perfectly clear, that, in the event even of homicide, the officer would be justified in the performance of his duty. I do not think it is necessary for me to go further than to say, that Captain Grant and myself have been appointed to make this inquiry, and we are here to take the unbiassed statements of officers and persons generally who were present on the occasion referred to, and who are able to give information on the subject. I have to express, on the part of the Board of Trade, their thanks to the magistrates of the county, especially to Sir Edward Cust, Mr. Ewart, and other gentlemen in this immediate locality, for the exceeding interest that has been taken in this matter.

We shall proceed to examine witnesses upon oath; and, if any gentleman of the county choose to favour us with any statements in regard to what has transpired, we shall be greatly obliged to them for the information.

Captain *Grant* then read the Order of the Board of Trade appointing Mr. Hughes and himself to conduct the inquiry; and also the section of the Act (450) relating to the powers conferred on persons finding or taking possession of wrecked property.

After which—

General the Honourable Sir *Edward Cust* said—I was present on the morning of the 27th November last, and observed the sea charged with several barrels. I went to my gardener, and desired that he would send my men down to assist in saving the wreck. There were very few people about. The tide was coming in. More people came down after the barrels were thrown on shore. I went down and inquired for the coast guard. I saw one or two

of them, and spoke to them; and said, "I have ordered my men to come down, and if you want their assistance they will help you." At that moment the barrels were hardly come upon the shore. There was not much arrangement along the coast; but at that time there was nothing that I saw that was in the least degree blameable. About half-past two or three o'clock I went down again; and at that time not only was the shore crowded, but a great number of people were going towards it; and I again made inquiries for the coast guard. I saw three of them. I also asked for the police. The day was becoming very foggy, and I thought that it would not do to go on in that way. I therefore went home, and sent one of my men for further assistance. I then went back again, and I saw the shore crowded with rum barrels, some of them empty, many of them bored with gimlets. I did not, of course, see anyone do anything wrong. I then walked on towards New Brighton, I dare say for two miles, and spoke to some of the police. I also spoke to some of the coast guard, and said, "It is impossible that you can do anything," there being only three of them; I said, "Is the officer here?" and they said, "No; it is impossible that three people can do the business." I said, "I have sent to the police to come and assist you;" they replied, "It is no business of the police; it is our business, and we will do it." "But," I said, "I trust you will not use your cutlasses; that will be a serious thing. I should recommend you not to do that." I told them that the police would come down, and that if anything was going wrong, I would undertake to employ them. I said, "I shall take care that, as far as I can, the peace is maintained here. With regard to property, I have desired everybody that I can have any influence with to take every portion of property they have in charge, and give it over to you." I wished them to understand, that, as far as my influence went, I should take care that they should have the charge of all this wrecked property. I came back from my walk, and I heard that the inspector was there; and, being satisfied that I could do no more, I returned home.

There was one little matter which I will just name, that came to my notice. They came and told me that the letter-bag had been found; and I inquired who had got it, and was told that they did not know what had become of it. I heard no more of it until the next morning, when one of the coast guard came to me with one of my men, who, he told me, had brought the said bag to him. I certainly thought that it was very wrong of this man to keep the bag in his possession all night, and told him that I hoped he would be well trounced for it. I then wrote to Captain Lee, and told him that I had heard of this bag, and was much disturbed to find that it had been in the hands of one of my men all night. Captain Lee, however, did not reply to my letter, and there the matter ended. From what I saw of this matter, I am of opinion that what we want is a clear, well understood rule that the police and the coast guard should act together. Upon this occasion nothing could be more at variance with everything like common sense than the fact that we should have in different parts of the coast the force that we had, with no power to act in unison. The want of organization was evident. I merely went down; no one came to ask me for any advice, or assistance; and the only persons who were there to act at all, were three individuals who were perfectly independent one of the other. I saw them do nothing but mark the barrels with chalk. Of course I did not interfere with them. It would appear, from the Act which you have read, that the magistrate might interfere; but I do not rightly understand in what way. Of course my duty as a magistrate is to maintain order; but, with regard to the preservation of wreck, I was not aware that it was the duty of a magistrate, under any circumstances, to have the charge of it; I never have done so; I have studiously avoided it. The point which I would press upon the attention of the Board of Trade is the desirability of devising some system by which the whole of the wrecked property, cast upon an open shore, might be taken to some secure place before night-fall. It is the circumstance of this property remaining unguarded, or imperfectly guarded, that does all the mischief. It is a great temptation to make poor people thieve. The whole population of this district are brought up from earliest infancy with the idea that anything in the world they can find unguarded may be taken possession of; and this exercises a most demoralizing influence upon the mass of the people. I firmly believe that there is in this district a great amount of thieving, owing to the system of leaving property to lie open and exposed. These are sad things to relate, but they are facts; and I would strongly urge upon the Board of Trade the great desirability of a proper code of instructions being made generally known. There is no settled idea of what ought to be done. I think, also, that the reward for saving wrecked property ought to be generously extended; and it is desirable that the people of the country should be well informed of the amount that they may lay claim to.

J. C. Ewart, Esq., late M. P. for Liverpool, said—At the time when this occurred I was confined to the house, and unable to move; but I could observe from my window what the people were doing. I saw persons rolling up casks, and as none of the police came to me to say that anything was going wrong, I concluded that all was as it should be. The next morning I went down to the coast; I found a great many casks there, and some of the officers of the Custom-house, and I think one or two of the coast guard. I spoke to the officers of the Custom-house, and asked why they did not send over before; I said, "This is a very important case, and there is a great amount of duty concerned, and it will be a serious loss to the Government"; and I stated, that I thought the Custom-house authorities were very much to blame for not sending over immediately a strong force to look after this. Soon after this, I went along the shore, as far as Sir Edward Cust's, in order to see if I could ascertain whether there was anything improper going on. I saw nothing of the

the sort; but there were a number of casks that were got up into heaps. It was quite clear that the casks had been bored, for the rum was on the shore, and the whole coast was redolent with the fumes of the spirit. I quite agree with Sir Edward Cust as to the uncertainty which prevails as to who is to act in these cases, and I think that it is very desirable that some sort of code of rules should be laid down. I must say, however, that for some years past I have had no very great reason to find fault with the manner in which wrecked goods have been taken away. I think this case of the rum is altogether exceptionable. Here we have over a hundred casks of rum floating along the coast, for three or four miles; and I do not see how any reasonable number of policemen we could get together could altogether have prevented what has occurred. The great thing, I think, is that there should be some proper instructions given as to who should look after these matters; when the coast guard say, "It is not our business!" the police do not exactly know what to do. We want some simplification of rules.

Sir *Edward Cust.*—There are two points I should like to mention. One is, that formerly the police were a very inferior class of men, and I believe that the use which might be made of them has, on that account, been very much overlooked in the old regulations. Another point is, that there should be some understanding as to the mode in which the police are to be remunerated. The police are necessarily a county affair, and are the proper protectors of life and property in our own immediate district. You take them away for this particular occasion to assist in doing that which was not their absolute duty, to look after these barrels being rolled up from the shore; they remained there all night long. Now these men have not the power, under the regulations of the police, to charge one shilling for that duty, and I believe I am right in saying that not one of them was paid in any way; and when it is borne in mind that these men were engaged something like 10 hours in dark and disagreeable weather, and that during this time they might have taken this rum, and that they have refrained from so doing, I think they deserve a double amount of credit. And I can state, that not a single instance has come under my notice of an officer being in a state of intoxication.

Captain *Grant* read the portion of the Act (sec. 82 *et seq.*) relating to salvage, and to the duties and powers of the receiver of wreck in relation thereto.

A message was received from Captain Lee, stating that in consequence of the disturbed state of the country he found it impossible to attend the court.

Mr. *Hughes* tendered the thanks of Captain Grant and himself to Sir Edward Cust and to Mr. Ewart, for the suggestions kindly thrown out, and stated that he was assured they would receive the careful consideration of the Board of Trade. Sir Edward Cust and Mr. Ewart then retired.

Mr. MARTIN BYRNE, sworn; Examined by Mr. *Hughes.*

I AM the Assistant Receiver of Wreck for the Port of Liverpool. The wreck of the "Elizabeth Buckham" occurred on the 26th November last. I did not receive information as to the wreck until nine o'clock on the morning of the 28th, being absent at Southport on official duty on the 27th. The information was communicated to me on my return by telegram, which had been received the previous day from the officer of the coast guard at Waterloo, stating that the Burbo bank appeared to be covered with casks; the telegram was dated the 27th. I received it when I arrived at my office at nine o'clock on the morning of the 28th November. I then waited until the collector arrived, at half-past nine, and showed him the telegram; he instructed me to set out at once, and ascertain the real state of the case. On my way I met a gentleman from the underwriter's rooms, who informed me that he had been along the shore, and there were upwards of 90 barrels of rum thrown ashore. I then wrote back to Mr. Williams, requesting him to send a staff of officers across to Seacombe at once, and I took a cab and went to New Brighton, and there I met the officer in charge of the coast guard, who told me that the casks extended nearly from Seacombe to Leasowe Castle, and that the police and the coast guard had done all they could in the matter. I then saw Captain Chisholm of the Underwriters Association, who came furnished with written authority to act for the benefit of the parties concerned; they had also possession of the bills of lading. I said, "Well this constitutes you the legalised agents to take charge of the property." According to our instructions as laid down by the Board of Trade, if the agents produce a written authority, we are authorised to allow them to take charge of the property. We had sole possession of the goods for the Customs; Mr. Genn and his officers had this possession. I returned to Liverpool, and made arrangements for another staff of officers to be sent down, believing that the coast guard were pretty well exhausted, and I stopped on the beach until the last boat; that was about six o'clock. I then went and made arrangements to send two other officers down, and other two, again, I sent by the eight o'clock boat; that would make nine out-door officers; I considered I was sending sufficient force to protect this property; these casks were all at Liverpool on the 30th November. When I was out towards Leasowe Castle there were no such casks about the beach; I saw some casks with spiles in them; none of my officers were intoxicated; I saw the police there. At that time there were five of the coast guard on the beach, independently of the chief; three of the Hoylake men were there;

there; I cannot say how long they had been there. In cases where the Customs' duties are heavy, it is the general practice to keep possession of the property on behalf of the Crown. In case of salvage, and when no duty is upon the goods, we retain possession of the property until security is given that the salvors will be properly remunerated. I saw nothing in the shape of demoralization going on; I am of opinion that we did all we could in the matter; I think that, before my arrival, all proper precautions were taken by the coast guard. From the number of men there, I think they did everything it was possible for them to do. In case of property wrecked on the beach, if I wanted the assistance of the constabulary, I should have no difficulty in obtaining it. They have always rendered me what help they could. I am satisfied that, in the event of a similar case of wreck, the constabulary force would render me all the aid in their power.

By Captain *Grant.*—I heard of a bag of letters having been found; they were all private letters, and were delivered to the owner. I have no suggestion to make as to any improved means of communication between the Inspecting Commander of the coast guard and myself. I have given instructions to send by telegraph, if possible. I am not aware of any communication being sent to the Custom House before the telegram I have alluded to; no communication came from New Brighton; in my absence on leave another officer is appointed in my place. I should consider that the coast guard officer would do my duty on the south side when I was on the north side. In my absence, and in the absence of the principal officer of the coast guard, the instructions are quite clear, that the coast guard may call for aid from the justices of the peace; I believe they fully understand that.

Mr. William Edward Maude, sworn; Examined by Mr. *Hughes.*

I remember the wreck referred to; it occurred on the 26th November last; I heard of the casks coming on shore on the first day; the weather was rather foggy. I saw some casks floating in the river; I inquired what they were, and then for the first time, I learned they were rum casks; I saw some of them ashore at New Brighton.

By Captain *Grant.*—That was between four and five o'clock; I saw groups of casks in various places.

By Mr. *Hughes.*—The men appeared to me to be doing the best they could to get the casks on shore for safety. I suspected that plunder was going on, but I did not see anything; I smelt the rum very strongly; the smell might be caused partly by the casks being stove in; I saw several. I believe the coast guard were on duty along the shore. I was particularly struck with the lawless character of the men that I saw; a great many were drunk; one man so drunk that I got a carter to take him away; I was afraid lest the people should be drowned when the tide came up again. The coast guard were, in my opinion, greatly in need of assistance, either from the police, or some one else, in order really to prevent life being sacrificed through this rum; I forget how many there were; I saw several females in a very talkative state; I only recollect the man I have alluded to being in such a very drunken state, no other. I have no knowledge of any death occurring on the occasion; I left the shore about five o'clock; I should say there were 200 or 300 people congregated together; there were not many women. I have no idea what time the casks began to come on shore; I am of opinion that a dozen policemen, and especially a few mounted policemen, would have had great influence in preserving order; if they had not succeeded entirely, they would have been perfectly invaluable; I think three mounted men would have been worth 15 unmounted. I do not recollect seeing any of the coast guard about, but I know that some of them were there. They were perfectly inadequate to protect the rum; they exerted themselves as much as possible; I think a dozen unmounted police, and a few mounted police, would have saved three-fourths of the property. I am a merchant in Liverpool.

Mr. William Watson, sworn; Examined by Mr. *Hughes.*

I am Inspector of the Constabulary for the parish of Wallasey; I have 10 men under my command in the immediate locality of the parish of Wallasey; they were all on the beach on the day in question; it was between five and six in the evening when I heard of these casks being on shore; I was not there when the casks first came on shore; when I heard of it I went off to the shore. I received a note from Serjeant Hindley, requesting me to send down, as there was a great deal of plundering going on; I then went to New Brighton as quickly as possible; when I got there I found the place in a state of very great disorder, people going with cans and bottles for the rum; they bored gimblet holes in the casks; I saw one man in the act of boring; I asked him to give his name, and I reported him to the Solicitor of the Board of Trade; I subsequently prosecuted several persons; I remained on the pier all night, in company with the serjeant; and at midnight I sent a few of them home, and ordered the others to stay until six o'clock the following morning, and then be relieved by the others. I saw the coast guard officer about eight o'clock; I told him that I should render him all the assistance in my power; I went along the beach towards Leasowe Castle; there were casks in various places, 100 or 200 yards apart; I saw several casks stove in when they were taking the ground; the heads were knocked in.

By

By Captain *Grant.*—I thought they had been stove in wilfully; Mr. Springett told me that he had stove in one or two, and upset them.

By Mr. *Hughes.*—There were four casks at Egremont; I caught the people in the act of plundering them; some of them were convicted; I saw one or two females in a most disgraceful state; they were about 20 years of age; one, in particular, was in a most disgusting condition; I think she was rather of a loose character, in fact, I believe, a prostitute; she was lying on her back in a most helpless state, her legs open, and her clothes partly disarranged; the rum was running out of her mouth and down her clothes; we got her into the nearest house, and the people behaved very kindly to her; we got to know who she was, and found her mother sitting up for her between one and two o'clock in the morning; I did not see any other female in such a sad state.

By Captain *Grant.*—From the state of her clothes and the position she was in, I thought she had been violated; there were no men round her.

By Mr. *Hughes.*—It is within my knowledge that one man lost his life by the rum; and we sent one to Birkenhead Hospital; another was carried out of the way of the tide after midnight; we put him under a shed, so that we might see that nothing went wrong with him; he was so drunk that he had to be carried a distance of more than 200 yards; I do not know how the females got the liquor; I found the unfortunate girl I have alluded to, near the battery, about 11 or 12 o'clock; there were a great many people in the neighbourhood; hundreds of people; many of them went home, but considerably over 50 remained all night; a great quantity of the rum was taken away; I have seen jars of it carried off; here is a can (various cans, jars, buckets, gimblets, funnels, &c. were produced as having been picked up off the beach); some of the jars hold as much as five gallons; I should think more than two or three puncheons were carried away; at Egremont they were drawing it in buckets, and running it through funnels. None of the coast guard were nearer than New Brighton at the time. I should say that 20 mounted policemen would have saved a good deal of the rum. The furthest cask was about Leasowe Castle. The carts were sent by order of the coast guard; Serjeant Hindley told me, that one of the coast guard, named Thomas, had told him that we were not to interfere, that we had no business there; I said that we were there to do our duty, and were not to be dictated to by the coast guard. Some time after this, Thomas came to me and said, that we had no business there. One of my men, named Duffy, had been sent by Mr. Springett to take charge of this rum in my absence, and I found him with side arms on; I said to him, "You have no business with those side arms; pull them off;" and he gave them up; Mr. Springett armed Duffy; under ordinary circumstances, if there was great danger to life and property, I should accept of arms. It was in consequence of my not wanting to come into collision with the coast guard that I ordered Duffy not to interfere. I told Mr. Springett that Thomas had told us not to interfere; Thomas was in drink, and he challenged me out to fight; I told him we had come there to save life and property, and we did not want to interfere with him nor he with us; I then went, in company with Serjeant Hindley, and brought Mr. Springett down where Thomas was, and Mr. Springett said, "He is in drink."

By Captain *Grant.*—Mr. Springett supported me in what I had done; he was very glad of my assistance; I do not think Mr. Springett reported the case to the Inspecting Commander; I did not see the Inspecting Commander at all. The four casks at Egremont had been removed there for safety.

By Mr. *Hughes.*—I left two men in charge of the whole of the casks between Leasowe Castle and New Brighton during the time the coast guard went away, and I remained on the shore myself, and ordered a man to call Mr. Springett in the morning; Mr. Springett and I were acting in full co-operation with each other; he was perfectly aware of my services, and perfectly satisfied with them.

By Captain *Grant.*—I certainly would have sent for further assistance if I had had the power.

By Mr. *Hughes.*—Did you communicate to any of your superiors that plundering was going on to a large extent, and that you had not sufficient force to resist it, or did you take any steps to procure further assistance?—I did not send anywhere for assistance; I do not think that Mr. Hammond did; he said he thought that things were getting a great deal better. There were people knocking about drunk on the morning of the 28th.

By Captain *Grant.*—Is it your opinion that, had prompt measures been taken in the first place, you could have gathered a sufficient force to have rolled those casks into a place of safety in the early part of the evening?—I think they might have been got in long before they were.

By Mr. *Hughes.*—Nearly the whole of the casks came in on the 27th; we have had no similar case here before in my time.

T. Bouch, Esq., a magistrate of the county of Chester, and the owner of the wrecked cargo, handed in an account, showing the quantity of rum which was on board the vessel, viz.: 158 puncheons, 19 hogsheads, 12 barrels. The quantity saved was 103 puncheons, 17 hogsheads, 10 barrels; 35 puncheons, 2 hogsheads, 2 barrels being lost.

Mr. *Hughes* (to Mr. *Watson*).—It is quite possible that a great deal of this drunkenness would arise through the people drinking the rum from the shore, without any plundering?—A great deal did no doubt; I saw one of the pools of rum caused by the damage done to the casks in being thrown ashore.

By Captain *Grant*.—Have you any suggestion to make as to any method of communicating rapidly, any disaster of this nature happening on the beach, so that the whole force should be gathered together, both coast guard and others?—We could soon get the police down if they communicate with me; but I was not communicated with until the evening; in my absence Serjeant Hindley represents me.

By Mr. *Hughes*.—In case I found my men unable to protect property like this, I should send to Birkenhead for assistance; in a great emergency I could get about a dozen men; it would take an hour and a half to get to Birkenhead. At the time I got to the beach, I did not think that the circumstances rendered it necessary for me to send to Birkenhead; Superintendent Hammond was there; we have never sent to Birkenhead for assistance since I have been there; if I had sent, I am quite sure assistance would have been given; if I had been at home the men would at once have been sent for, and a great deal of the mischief would have been prevented; if we had had 10 more men from Birkenhead in the forepart of the day, we could have prevented a great deal of this evil, but it was evening before I knew of it; 10 men, or more, could have been had immediately; if I saw a man taking the rum, I should not consider it my duty to take him into custody, but I should order him to desist.

By Captain *Grant*.—I wish to know how you could communicate from the beach, in the event of an occurrence like this, with the principal officers of the different departments, so as to warn them of the probability of these things occurring, and also to call together the police?—I should immediately get a cab, and drive to Birkenhead.

Mr. *Bouch* stated, that at the lighthouse station at Bidston Hill, information was communicated by telegraph to the Exchange at Liverpool of all wrecks occurring outside the port, and it was suggested by Captain Grant and Mr. Hughes that such information might be transmitted to the Receiver of Wreck by the same means.

Mr. *Watson* (by Captain *Grant*).—We have police stations all over New Brighton and Egremont. If a coast guard man informed a constable of anything wrong going on, it would be the duty of such constable to leave his beat and communicate with me for further assistance. In that case information might be passed on very rapidly.

JAMES BOWDEN, sworn; Examined by Mr. *Hughes*.

I AM one of the police of the parish of Wallasey, stationed at New Brighton; I recollect the wreck of the "Elizabeth Buckham," on the 26th November last; I heard of it on the 27th, in the morning, about half-past eight. The cargo began to come on shore about half-past two in the afternoon, not before. The first cask that I saw was between Leasowe Castle and the Red Noses; it was rolled on shore by the country people, for the sake of the salvage. I did not see the men do any harm to the cask; the casks came in up till near dark; I saw plenty of plundering going on, people with cans, and things, and gimblets; I saw four or five casks broken; I did not see anybody with hammers, or other similar implements to knock the casks in; I saw several drunken people about; I did not see any females drunk; I saw two or three pools of liquor; I searched some men whom I saw with gimblets, and took spirits from them; I saw some children on the beach.

By Captain *Grant*.—What age were those children?—About from nine or ten to 16 or 18; several of them were drunk.

By Mr. *Hughes*.—The people were there from half-past nine in the morning; they began to collect together for the purpose of getting cocoa-nuts, in the first instance.

JAMES BOHAN, sworn; Examined by Mr. *Hughes*.

I AM one of the police of the parish of Wallasey, stationed at New Brighton; I saw some of the earliest of the casks come on shore; there were large numbers of people gathering cocoa-nuts, &c.; most of the casks came on shore between the battery and the target, a space of about two miles in length; I did not see any hammer, or other instrument, for staving the casks in; I heard that the coast guard had knocked some of them in, in consequence of their being leaky; I did not see any women drunk.

By Captain *Grant*.—I saw no boys drunk; I saw some about 16 years of age somewhat drunk.

Captain SMITH (Chief Constable of Cheshire) said:—

I CONSIDER that the statements made in reference to this matter are the grossest exaggerations that ever got into the public papers, I have made inquiries on all sides, and I have never heard of a single case of the ill-treatment of females.

By

By Mr. *Hughes*.—In a case like this I should get assistance from Liverpool; but, if you ask me if it is possible for the constabulary of Cheshire to meet an emergency like this with such a quantity of spirits coming in on a dark night, and extending over several miles of coast; I should say you would require 400 or 500 men to prevent a mass of people coming out from a population of half a million; I think that the assistance of the county police would be far more valuable as an adjunct to the coast guard and the revenue officers, than as superseding the two latter altogether; I am aware, however, that jealousy from pecuniary interest in these cases somtimes causes a divergence in action prejudicial to public welfare, and on this occasion it was unfortunately slightly shown in the opinion that the police service was rather an interference than a duty. But to meet such an emergency, as the one in question, would be far beyond the power of the Cheshire Constabulary, scattered as they are over a wide area, in the proportion one to 1,300, of the population, and with an average district to each constable of between three and four square miles. The town of Liverpool, however, being more directly interested in all these matters, and having large interest in dock property on the Cheshire side of the Mersey, might out of the available strength of 1,100 police, send a sufficient force within a very brief time equal to any such sudden emergency as the one in question. I must add, that, during the ten years I have been chief constable of this county, wrecks of a similar nature have not occurred.

By Captain *Grant*.—I think that if any force could have been got together in the first instance, these evils would have been easily prevented; it is quite a question of time; had warning been sent earlier, so as to have had a force brought to the beach it is quite possible that these irregularities would never have occurred. In cases like these everything depends upon promptitude of action; I have stated that jealousy from pecuniary interest arose; it is only however, from the general expressions of the men that I arrive at that conclusion. I know this, however, that the police get no remuneration for their services; I could not say whether this jealousy arose from a feeling amongst the coast guard that if more men were engaged it would lessen their claim for salvage; I only fancied that pecuniary motives had something to do with it.

Captain *Grant* stated that the Government, and also the owners of the property, were always willing to remunerate persons who were instrumental in saving property, but that it was necessary that a claim should be made by the salvors.

[Adjourned to To-morrow at eleven o'clock, at the same place.

Court House, Liscard, 18 March 1867.

Mr. Samuel Williams sworn; Examined by Mr. *Hughes*.

I am an examining officer of the Customs at Liverpool. In the absence of Mr. Byrne. I represent the Receiver of Wreck. I remember the wreck of the "Elizabeth Buckham." Communication was sent to the Receiver of Wreck from Waterloo on that occasion; I received it about midday of the 27th November; it was a telegram stating that there were casks on the Burbo Bank, and that at the next full tide they would be washing off into the river; the Collector was at home at the time, and I showed him the telegram; he directed me to go to the Inspector General; the Inspector General sent the telegram to the River Surveyor, for his information and guidance; it first of all went to the Collector, from the Collector to the Inspector General, and from the Inspector General to the River Surveyor. I saw the River Surveyor afterwards, between three and four o'clock; he said he had received the telegram. His name is Pickthall; they got to know that the casks contained rum at about between two and three o'clock. I did not inform the Collector that the casks contained rum. I was informed afterwards, and was requested to see if there was any possibility of removing the casks to the Queen's warehouses.

By Captain *Grant*.—The telegram was received in the Custom-house between twelve and one o'clock. I do not know whether the lifeboat went out to the Burbo Bank or not. I do not know what additional steps were taken after the Collector was informed that the casks contained rum; but I know that the River Surveyor was consulted with, as to the best course to pursue; seeing that the casks were rum casks, I thought it an important case. I sent a message to the River Surveyor, because I was directed to do so by the Inspector General. As the telegram stated that the casks were on the bank, we thought that the right way to protect the revenue was to communicate with the River Surveyor.

By Mr. *Hughes*.—If I wanted assistance to protect property on the south shore, I should not apply to the River Surveyor for any of his men. He has no force beyond what is necessary for ordinary purposes. There are about 500 out-door officers in the port of Liverpool; and a large number of extra out-door officers are employed on emergencies. In a case like this I should send over established out-door officers. I had no information as to any of the rum having come ashore here. I have had experience in these matters before on this coast. I should be guided by the circumstances as to the number

of men I should take with me in cases of this kind, it would depend on the state of the vessel, and what the cargo consisted of. My impression was that I was relieved from all responsibility after I had informed the Collector.

Mr. *Hughes* (to Mr. *Byrne*).—The misfortune appears to be that you were absent at Southport; in your absence, who undertakes your duties?—Mr. Williams takes my place.

Captain *Grant* (to Mr. *Williams*).—Have you understood that it is your duty, in the absence of Mr. Byrne, to take his duty?—Yes, to attend to it as far as possible. In the event of a wreck, and if I knew that Mr. Byrne was absent, I should not feel justified in going down to take charge, unless I had the Collector's orders to do so. I have no regular order to take his duty, in the event of any sudden and unavoidable absence of the Assistant Receiver of Wreck. I am not aware of any means of communicating information of this nature to the chief constable. As a general rule, I should not think it necessary to communicate with him on the subject; I think it would be a judicious step to communicate to the authorities, when a wreck has occurred, that the goods are likely to come on shore at some point unknown, so as to have the officers on the alert.

RICHARD JOHN THOMAS, sworn; Examined by Mr. *Hughes*.

I AM a commissioned boatman of the coast guard. I have been ten years at New Brighton. I heard of this wreck about seven o'clock on the morning of the 27th November. I saw one of the casks on the Burbo Bank at eight o'clock on that morning; that is about three or four miles from the shore; they began to come on shore about eleven or twelve o'clock in the morning; they came singly, and some drifted up the river; there were about 14 between the Red Noses and the Target.

By Captain *Grant*.—The lifeboat did not go out, because we could see nothing on the bank; we only saw the casks, nothing of the wreck; had there been a man on the bank we should have seen him.

By Mr. *Hughes*.—I saw four casks come in at once at my place. Wakeley was stationed between the Red Noses and the Ferry; I was stationed from the Red Noses further down; and Mr. Springett was from where I was to Leasowe Castle. The extent of each man's guard would be more than a mile and a half; there were large numbers of people there before the casks came in; some of the casks were damaged when they came on shore; I believe they were damaged when they first came out of the ship; I could not say how many I saw damaged in this way, but several; I did not see anyone with any implement for breaking open the casks; a good many had gimblets. All the coast guard men from the main station were on the shore; I could not say what time they came down. The men from the main station came from my side of Leasowe Castle.

By Captain *Grant*.—Who employed the carts that were used?—Mr. Springett employed them. Mr. Hayes was one of the proprietors of the carts, and several others; I am not aware that any of Sir Edward Cust's carts were there; I am not aware that any of them were refused by Mr. Springett, I do not believe they were; I did not see any of Sir Edward Cust's men there.

By Mr. *Hughes*.—I saw the police there; they were assisting us; one of the police walked down with me first thing; I think we should require 400 men to protect the whole of this properly, with the number of people who were there.

By Captain *Grant*.—How was it, then, that with the number of men you had, you were able to protect as many as you did protect?—Well, we had the help of the police; we should want 400 men to protect the whole of the barrels; if we had had more men we should have protected the property more effectively; some of the casks were so damaged, that the rum oozed out and ran in pools on the sand; I believe they were damaged in coming out of the ship; the property was taken to Liverpool on the 28th; it was then out of my jurisdiction. I have known repeated wrecks on this coast; I have seen cargoes of spirit thrown on shore before; there was a great deal of drunkenness then, as much as on this occasion. There was a cargo of whiskey came on shore about eight years ago, and there were precisely the same scenes occurred then. I did not see any women drunk upon this occasion.

By Captain *Grant*.—I saw no children drunk. The youngest I saw drunk would be about 18 or 20 years of age.

By Mr. *Hughes*.—I did not see Inspector Watson on the beach on the evening of the 27th, I could not say what time I saw him; it was through the night; some time between five o'clock and one in the morning; I had no conversation with him until he insulted me. Mr. Springett ordered me to take charge of the rum casks as they were brought up by the carts. I remained with them for some time, and he then sent a man down to relieve me, and I went home. A man came and told me just as I was going home, that there were four casks on shore, and some people wanted to spile them. I went down to the shore between New Brighton and Egremont; there were some women trying to get the rum. The carts were there, and I helped them to get the rum up; I brought the casks to New Brighton about 10 o'clock; on looking down the street, I saw several men amongst the casks, and I thought it looked suspicious; I walked down to the shore; I saw no person whatever

whatever in charge of the spirit. I walked quietly up to a man who was among the casks, and tapped him on the shoulder, and then I saw that he had our arms on him. I said to him, "How did you get those arms; you have no right to them?" he said, "Duffy gave them to me;" I said he had no right to do so, and that he had better give them up to me; he said, "No, I shall give them up to Duffy himself;" with that I whipped the pistol out of his pouch, and put it into my side pocket; "Now," says I, "you must all clear out of this place, you have no business here;" they said what they wanted was, to find out the numbers of the casks; I said, "Come down to-morrow morning, and you may find what numbers you like." I walked up and down there, and there was that rum left open to the public for I can't say how long; they could have come and taken what quantity they liked; no person was there to protect it. Mr. Watson and Serjeant Hindley came out of the New Brighton Hotel; I walked up to Mr. Watson, and says to him, "Who gave Duffy orders to give up those arms to this civilian?" he said, "I did;" I says, "Well, this is very strange;" he says, "I ordered him to give it up, for Duffy is not to come here to do your dirty work." "Dirty work," says I, "I am not aware that I do any dirty work;" he says, "Yes, you do dirty work," and he says, "You are a liar;" I says, "If I'm a liar you aren't a gentleman;" he says, "You are a d——d infernal liar," and he says, "You are a blackguard; "Well," I says, "I'm neither a dog-fighter nor a ratcatcher."

Captain *Grant* and Mr. *Hughes* said that it was unnecessary to go further into the altercation between the Witness and Inspector Watson.

By Mr. *Hughes*.—You say there were a number of persons round these casks; were those persons civilians?—Yes; Mr. Springett was in charge of our detachment; he left some one in charge of the casks; he left the police in charge, and then he went away; it was left in charge of the police, and then I found it unprotected; I had not tasted any of the rum; I do not know who armed the constable that I saw.

WILLIAM WAKELEY, sworn; Examined by Mr. *Hughes*.

I AM a commissioned boatman of the coast-guard; I have been six years at New Brighton. I remember the wreck of the "Elizabeth Buckham;" I was on the beach all the time; the casks were coming on shore, and a large number of people collected there; I did not see a great deal of drunkenness; I saw people spiling the casks, and I sent them off with my staff; I should think there were from 800 to 1,000; I should say I had to attend to about 100 casks; it would take a good many men to protect such a number; I suppose there would be 60 or 70 casks in one lot; they would be in less space than a quarter of an acre. I think when they were all collected together within the space of a quarter of an acre, six or seven men could have protected the whole; a good many casks were much damaged by knocking against each other; I could not say how many; I did not see any one with hammers knocking the heads in; I saw plenty with cans, jars, gimlets and so on; I was left in charge in the evening. Mr. Springett told me to take a little rest, and gave Duffy charge of the rum; he told Duffy to look after the property; Duffy asked for a pistol, and Mr. Springett told me to give him mine, and of course I obeyed orders, and gave it to him; I transferred the arms that I wore to Duffy, by order of my superior officer; I do not know of any other policeman being armed in the same way. It is not an unusual thing for the coast-guard officers, when they want help, to arm the officers who are aiding them in the performance of their duty.

Mr. *Hughes* read the portion of the Act authorising the Receiver of Wreck, or those representing him, to employ force in preventing wrecked property being damaged, and stated that the officer was perfectly justified in arming the policeman.

Captain *Smith* did not take that view of the case; he stated that in the event of loss of life in consequence of the use of fire-arms by any of his men, he was under the impression that such officer would be liable to the charge of manslaughter.

Mr. *Hughes* (to Mr. *Byrne*, the assistant receiver).—Under such circumstances as we are now referring to, should you put arms into the hands of the police if it was necessary?—Yes, certainly.

Mr. *Hughes* (to the *Witness*).—What became of your arms afterwards?—I did not get them till next day; they were brought to the watch-room by the man who relieved Duffy; the coast-guard man brought them; his name is Jones; he was there the next morning; I saw some men drunk; one man lost his life through the rum; I did not see him; I saw one youngster drunk; I did not see any females drunk; the people who came were all strangers to me; they came from all parts.

INSPECTOR WATSON recalled; Examined by Captain *Grant*.

WHEN I found my man with arms in his hands, I told him he was not to keep them; that he had been ordered not to interfere with the coast-guard; I did not take them from him myself; he gave them to a man named Jonathan Marshall, a salvor. I thought it was right for me to give arms to this man; I had men there to see that there was nothing wrong done to the casks.

By Mr. *Hughes*.—The dispute between the coast-guard man and myself occurred in this way: Serjeant Hindley and I had gone into the hotel to get a cracker and a glass of beer; as we came out, Thomas and Jonathan Marshall were having some words as to giving up the arms; Marshall said he would not give them up. I desired him to give them up to Thomas, and he did so. That is exactly how the thing arose.

By Captain *Grant*.—I went to make a communication to Mr. Springett; Mr. Springett came down with me.

Captain *Smith* (to the *Witness*).—I suppose you took the arms from Duffy, because you knew it to be contrary to my orders that he should have them?—Yes, just so; and something more than that; we were ordered not to interfere.

By Mr. *Hughes*.—What do you mean by "interfere?"—Serjeant Hindley will be better able to tell you; it was in consequence of what he told me that I thought it better to deliver up the arms.

By Captain *Grant*.—These casks were never left unguarded by the police; they were under their care from the time Duffy took charge of them until Mr. Springett was called out of bed, and the coast-guard relieved them. Parker and Millington had the whole charge of them during the night; they remained there until Mr. Springett came down the next morning.

By Mr. *Hughes*.—The coast-guard left the police to the sole charge of these casks; the whole of the rum was in charge of the police for hours; for four or five hours. Mr. Springett and the two other coast-guard men were so fatigued, that they retired to get a little rest, and left the rum in our charge. I had 10 men besides myself on the shore; there were two coast-guard men, besides Mr. Springett.

By Captain *Grant*.—The police were in sole charge of the rum from 12 o'clock till the following morning at four o'clock; there were no coast-guard men in conjoint action with us at that time; none for four or five hours. Mr. Springett asked me to assist him, and I said I would give him all the aid in my power; and I then stationed my two men, and told Mr. Springett that they should watch until he was called in the morning. I ordered the men to remain by the rum, and under no circumstances to leave it. I was on duty from about 25 minutes past nine on the morning of the 27th, until between four and five o'clock the following morning. The whole of the police did not remain on shore the whole night; I ordered some of them to go home about midnight, and the others to remain on shore. These remained on shore until six o'clock the next morning, and were then relieved by those who had gone home at midnight. The coast guard left the beach at one in the morning; there has been some little personal quarrel between Thomas and myself previous to this; it was a private matter, and had no reference to wrecks. Thomas was on duty the next morning; he was quite sober then.

WILLIAM WAKELEY recalled; Examined by Mr. *Hughes*.

I do not know when Mr. Springett first sent a communication to the chief officer of the station, as to this rum being on shore, but the Hoylake men were out all night, in this direction; they were patrolling. I know it of my own knowledge; there were three or four of them; they did not relieve us; I patrolled with Mr. Springett up to one o'clock. He went home at about between twelve and one, and was roused up again in the morning. We all of us went home, leaving the 70 or 80 casks in charge of the police. The Hoylake men were patrolling the beach at the other end; there was property at the Leasome Castle end. I corroborate Mr. Watson's statement that at about 12 o'clock, all of us that were near New Brighton retired to rest, and left the property for several hours in charge of the police.

By Captain *Grant*.—I admit that Mr. Watson's statement is true. It would have been a good plan, no doubt, to have detached one of our men to have communicated with the Inspecting Commander; but we were too busy looking after the property to think about the Inspecting Commander, or any one else. We could have got a cab at New Brighton; I am aware that the receiver of wreck has the power to pay all expenses incurred in this way. We ought to have known that it was best to acquaint the Inspecting Commander as early as possible. I do not recollect what time he was made acquainted with the state of things; I could not say.

Captain *Lee* desired that the altercation between Thomas and Inspector Watson should be fully investigated. After some discussion, the Court was adjourned for a short time; when it was decided that, as the altercation in question did not affect the question for the consideration of which the Court was assembled, it was not desirable to enter further into it.

Mr. JAMES M. SUMNER, sworn; Examined by Mr. *Hughes*.

I AM a bookkeeper, residing at New Brighton. I was on the beach when the rum was washed ashore; I do not think I saw the first cask; I saw some of them. There were not many people there when I first went down to the shore; they came in great numbers soon after;

after; I saw Mr. Springett and three of the coast-guard; I did not see any of the police there at that time; subsequently I did. Later in the evening I saw people tapping the barrels with gimlets.

Captain *Grant* stated that Captain Lee had intimated that Thomas wished the charge made against him to be investigated, and was in Court for that purpose. The Court, however, did not consider it within their jurisdiction to inquire further into such charge, it being merely a matter of discipline for the consideration of his superior officer. The Court would dispense with Thomas's further attendance.

The *Witness*.—After boring holes, they carried the rum away in bottles. Ordinary wine bottles, mostly. I think most of the casks were spiled in that way. A good deal was spilt on the ground; they left the peg out. I saw some people drunk. That was after four o'clock. There was one man who lost his life; I was on the inquest. It was found that he lost his life through excessive drinking. He got at the rum in the same way as the others; he was on the beach at the time. He was not a sober man previously. There was a female whose life was endangered through drinking the rum. She was not far from New Brighton. That was about 12 o'clock. There were no lights on the beach. I should not have seen her if my attention had not been called to her. She was perfectly helpless through drink. Her clothes were very much disordered. I thought that some men had been ill-treating her; but I have no particular grounds for supposing so, beyond her general condition. She was very respectably connected, but of her personal character I know nothing. I saw some boys pretending to be drunk, as boys will do. I saw some pools of rum in the sand. Some of the people tasted it, but it was not good enough for them; there was plenty of good rum about. I saw one cask with the head knocked out. You might have put a bucket into it. I cannot say that I saw any spirit cask come on shore. I am sure I could not have protected this property with 50 men. The casks were distributed over 4½ miles of shore. You can easily drive a cart along the beach at half-flood. There were eight or ten carts employed carrying the rum away. The casks were collected together in various places. Each man put his property in a particular place, so as to know what salvage he was entitled to. I saw some of the Custom-house officers on the following day. At that time all the mischief was over.

By Captain *Grant*.—I was searched by three of the police; that was after 10 o'clock. I do not know how many carts were employed at the time. The principal proprietor is a person of the name of Hayes. I did not see any of Sir Edward Cust's carts there. I have reason to believe that some females got to the rum; but I do not know of another case so bad as the one I have alluded to. I should not like to say that there was immorality going on amongst the sand hills. I did hear it said that night, that such things were going on there. I could not identify the person from whom I heard it; it was a general conversation. I heard of two or three cases, besides the one I have mentioned. I did not see any, but I heard of a case or two. It was a matter of general conversation at the Royal Hotel corner. The conversation was to the effect that females had been found lying about, and that certain things had been going on with men which were very improper. I had no reason to doubt that there was this immoral conduct going on. My reason for supposing that the female I have alluded to had been ill-treated, was this: my attention was called to her by another female, who told me that three men had been seen with the other female, that they had gone away, one after another, and left the fourth man as she explained it, there. Her dress was so folded and pushed up as to lead me to suppose that violence had been used.

Captain *Smith* stated that he had ordered strict inquiries to be made as to whether this female had ever made any such complaint; he could not find that she had; and he therefore could not suppose that such ill-treatment had taken place.

Captain *Grant* (to the *Witness*).—Did you know at the time whether she was a woman of good or bad character?—I knew nothing of her character; I knew that she was respectably connected.

Mr. Bell Whittam, sworn; Examined by Mr. *Hughes*.

I am a baker, and reside at New Brighton. My shop is about 60 yards from the beach. I saw no drunkenness, excepting one person, and he was not very drunk. None of the carters were the worse for liquor. I was on the shore in the evening of the day in question, at about nine o'clock. I saw them carting a number of casks of rum, and pitching them out of the cart in front of the Royal Hotel. There were two or three of the casks seriously damaged in consequence of this treatment; the contents of one of them came out immediately—the whole of it. The end was stove right in. Several were done in that way. I should think that a considerable quantity of rum would run out of each of the casks by the morning, in consequence of their being damaged by falling out of the cart.

By Captain *Grant*.—I think that 10 men would have prevented any pilfering going on at that place.

By Mr. *Hughes*.—The casks were scattered over about half an acre of ground; it was a moonlight night, and no person would go and tap a cask in the presence of an officer, or person in charge. It was when the casks were distributed separately all along the beach, that the plundering took place. I did not see any one spile them. I saw some casks that had

had been bored. I did not see much drunkenness, only one person a little tipsy. I saw no violence used in resisting the officers. I did not see any one offer to resist the police at all.

By Captain *Grant*.—At that point there was no disposition in the people to take any of the property; I did not see any attempt at all; I do not suppose there would have been, even if there had been only one person in charge. I saw Mr. Thomas and two police officers in charge of the property. That was at 12 o'clock at night. I did not hear anything with reference to any demoralization with women amongst the sand hills at that time; I heard after that that there had been some supposed violence to one woman. I never heard of any other case.

Mr. Charles Sadler, sworn; Examined by Mr. *Hughes*.

I reside at Little Brighton. I am a plasterer; I assisted in carting this rum. I came down to the beach of my own accord; no one sent for me; it was about 10 o'clock in the morning. I went home, and came down again, about half past 11; I could see the casks floating in. I went down to the water's edge, and got some few cocoa-nuts. There were two men with me then, and we went in the water and got a cask out. We then got a bale of cotton out. It was about four o'clock when we got the cask out; it was a small cask of rum; there were three of these casks together; we put them all into the cart at once; we then went up to the bale of cotton; and I stopped there till about 12 o'clock at night. I did not see any large casks come on shore. This was between the Red Noses and New Brighton, and a little further up; there were a great many people there. I did not see them do anything to the casks; I saw some of the rum running out of the casks; I saw one cask that had the head loose, and the rum was oozing out through the head. I never touched it; I let it run away. I did not see many in that way; I saw some that had been bored; I did not see the people boring them; I saw plenty of people with cans, carrying the rum away. I did not see any buckets. I think that the smell of the rum alone made a good many people drunk; I saw a good many people drunk. I heard of improper conduct amongst females and men up in the sand hills. I saw the woman who has been alluded to, passing me beside the bale of cotton; she was cursing and swearing; she talked fast enough; it did not make her tongue drunk. I have not been paid any salvage. I did give my name to the coast-guard. I put my cask of rum into a cart; I saw the carter afterwards; he was quite sober; I did not see any carters drunk; I went with the very last cart; it was about two o'clock in the morning. I have no idea how many carts there were; some came from Leasowe Castle, and some from Little Brighton.

By Captain *Grant*.—I did not see amongst the people any disposition to resist the constables or the coast-guard, in the execution of their duty. I do not know of any one besides myself who has not received his salvage.

Mr. *Byrne* said, that great care was necessary in order to see that no unauthorised claims were sent in, and that it was imperative that each salvor should make his statement to the coast-guard, and should affix his mark to the property he had saved, in or to secure his reward.

Major *Walters* said :—

I recollect the wreck of the vessel referred to. Hearing that a great quantity of spirits had been thrown on shore, and that a great deal of disorder was going on, I went down to the shore; that must have been between eight and nine o'clock of the evening of the 27th November. I met a number of persons, many of them in a state of intoxication; some with bottles, and some with jars, which I presumed from the way in which they carried the larger vessels, were full of liquid. I thought, from the observations made, that they knew me very well, and did not like me to see them. I went down to the point near the Red Noses. As I went across the sand hills I saw groups of men and women; they did not appear to be drunk; but, from the noises that I heard coming from them, it seemed to be doubtless a carousal. I walked from the Red Noses to within a moderate distance of Leasowe Castle; and, from various points on my way, I saw groups of casks, in some places two or three, and in other places more. Many of these casks had been spiled, and there was a very strong smell of rum; and I did not see that, in any instance, any spile had been put into the hole; the rum was allowed to run to waste. I saw no one in charge during the whole route, but one man; that man I presumed to be one of the coast-guard men. I could not swear to him, but it looks to me very much like some one I see in the room now; but I could not swear to him at all. In addition to this man I saw one policeman; that policeman was placed beside a cask which had been heavily spiled. I cannot say that any person near him held vessels to the holes in the casks when I was there, but I think, from the way in which I saw them bending down to the cask, shortly after I passed, that they must have done so. I asked him if he was doing his duty; that was the only word I addressed to any on in the whole course of my walk.

By Captain *Grant*.—That was a policeman. Those were the only two persons I saw in charge. The coast-guard man seemed to be an active man, and very energetic in the discharge of his duty. I was struck with one thing, there was one man who always set off in advance of me, and appeared to be telling the people who I was. This seemed to me very

very much like an organised plan to plunder the rum. At various points in the sand-hills I saw groups of men and women, evidently drinking and in a state of drink. My own firm impression is, that the people did not go there with the intention of stealing. They went there and found these casks, some of them stove in, and others in which it was very easy to bore holes with a gimlet; and that, from time immemorial, they have looked upon spirits thrown on shore as something which belongs to nobody in particular; it was not a matter of ordinary theft. There were many there who would never think of committing theft, in the ordinary sense of the term. I think that if proper precautions had been used, and proper steps taken to protect the property as it was thrown on shore from the ship, the drunkenness might have been in a great measure prevented. I differ from those persons who say that the people on the shore were strangers; the faces that I saw were faces that I see every day, in my walks in the neighbourhood. There may have been strangers amongst the sand-hills, but not on the shore. I say again, that if proper precautions had been used, and if a good strong coast-guard force had been on the spot, the property might have been saved to a great extent.

By Mr. *Hughes.*—I walked towards Leasowe Castle. I did not go as far as the castle. I did not see Sir Edward Cust. I saw a number of carts salving the rum. My impression was, that there were a number of men round these casks who, in the first instance, had simply intended salvage, and had really meant doing all that was right and proper; but that probably they had been led into an excited condition by having taken a little of the rum, and did not exactly know what they were doing. They seemed to want some one there to organise a general system of protection. I saw a large number there, but not so large as the general impression seems to be. They were generally in groups of eight or 10. I did not go to New Brighton. I saw no immoral conduct, beyond there being a lot of men and women drinking amongst the sand-hills.

By Captain *Grant.*—There was evidently a carousal amongst the sand-hills, and fighting.

By Mr. *Hughes.*—The ignorant people have an idea that the waifs of the sea belong to them. I think there were many men there who would take wrecked property who would not rob; and I have heard with extreme regret that some of these men have been punished.

By Captain *Grant.*—I am certain that, had there been a sufficient force on the beach, no resistance would have been offered. The remonstrances that I addressed to some few of them were received in the very best spirit. I do not think that there was any intention of plundering. I saw no person with a hammer or other implement for the purpose of breaking in the heads of barrels. I am of opinion that some of the casks were damaged when they came on shore. My impression was that many of them had been injured by the violence of the surf; that is my opinion.

By Mr. *Hughes.*—I saw many casks that had been roughly dealt with on shore. I mean that men coming down, who had been induced to take a little drink, not having the means of spiling the casks, crushed the head in, as the shortest way of getting at the rum. I should not like to say positively, as I did not see anyone with hatchets or hammers, that these casks might not have been stove in from the force of the sea.

By Captain *Grant.*—I only saw two policemen in charge; but it is possible others may have been stationed at more important points. I do not know who the men were. I think the inferences contained in the newspapers as to the immoral conduct of the people are greatly exaggerated. I saw no particular immorality myself, but I have no doubt there was a good deal of loose work going on.

Mr. PICKTHALL (River Surveyor of the Customs), sworn; Examined by Mr. *Hughes.*

ON the morning of the 27th November, I received a communication from the Custom House, concerning the wreck of the "Elizabeth Buckham." It was a telegram, endorsed "To the River Surveyor." The telegram stated that there was a vessel wrecked on the Burbo Bank, that casks were being washed off the bank, and were expected to be washed up the river by the next tide. I kept all my boats afloat, from the time I received the telegram, looking after the fishermen who were picking up the rum; a number of casks were about; I cannot say how many. I consider it to be the duty of the coast-guard to see to any casks that might drift ashore; they would keep charge of them until the Receiver went there. I had no knowledge of any casks coming ashore until the following morning. I should not have considered it my duty to cross over the river, unless I had information that there were casks there. If I had known that there were 100 casks there, I should have taken as many men as I could have got from the Collector of Customs, and gone down there, perhaps 12 men; I would have taken more, if I could get them. If the collector were absent, and I wanted 20 men for the purpose of protecting a cargo, I could not get them without getting their private addresses, and sending round to each of them. It would take hours to get them together, they are scattered all over Liverpool. I could take a large force down, if I had time to find the men; if I had been aware of the casks coming on shore, I should have done so. If the collector had had any intimation that there was this quantity of rum on shore, he would have given instructions at once for a proper force to go

and look after such property. I should have no difficulty in getting such a force, excepting at night; the only thing wanted was the intimation that the rum was on shore. I have never had a similar case before; I received the telegram between two and three in the afternoon; I took charge of the rum-casks landed at Canning Pier Head, or my tide surveyor; they were sent to the Queen's warehouses as soon as carts could be procured. I consider it to be the salvor's duty to remove the property to a place of safety, not my duty. It would be my duty to see it placed in safe custody, but not to remove it myself. As an officer of the Customs, I should say that the salvors had a greater interest in this property than the Crown. I have always understood that salvors were very handsomely remunerated for their services. I kept my boats on the alert as soon as I received the telegram, in order to see that the fishermen brought the casks up to one station or another. I read the telegram literally, that the casks were expected to be washed up the river. I thought that the telegram was a sufficient warning that the casks would come ashore somewhere, at all events. It was not my place to think where the casks were likely to land; I only held the charge under my superior officers, and they were absent elsewhere.

By Captain *Grant.*—I do not consider that it was my duty to go out of the line of conduct pointed out to me by my superior officers, and I was employed doing that. I did not consider it to be my duty to take any steps to warn those who have charge of the shores that the goods could not pass up the river, but would land on some point of the coast.

By Mr. *Hughes.*—I should consider it to be my duty to watch the property, and when it had been brought on shore by the salvors, to take charge of it.

By Captain *Grant.*—If my men had known it was there, they would have taken charge of it.

By Mr. *Hughes.*—As the coast-guard were on the New Brighton Coast, I did not consider it necessary for me to communicate with them. I thought they would send to the Custom House for assistance, if they required it. If they had sent to me for assistance, I could easily have got together a dozen or 20 men to help them.

By Captain *Grant.*—I was not aware of any action having been taken by the collector, nor was I aware of Mr. Byrne's absence; I did not make any inquiry about the matter; I was not aware, at that time, of the existence of any emergency. On the 27th the Inspector General sent down to Waterloo, to see if the coast-guard wanted any assistance, they did not require any. I am not aware of any communication made with the coast-guard on the other side by the people at Waterloo; wherever there was a call for assistance the Inspector General would have sent that assistance.

JOHN HINDLEY, sworn; Examined by Mr. *Hughes.*

I AM a Sergeant of Police. I have been an officer in this locality for 10 years. I reside in Seacombe; I have 10 men under my command; I remember the wreck of the "Elizabeth Buckham." I saw three casks come ashore about three o'clock in the afternoon. I saw the river police with one in their boat, and I saw Evans putting another on shore, and he called out to me to mark it. These casks were left at Egremont. I saw one cask with the end knocked in, I could not say how it was done; I did not see any people breaking open the casks; but I saw them using gimlets; one woman was prosecuted, and convicted, and she got a month's imprisonment. They began to congregate about half-past two; up to five or six there were great numbers there; the greatest number would be on the beach from six o'clock to 10; there would be nearly 500 people there at that time; many of them were drunk; they were carrying spirits away as they could get it. Mr. Maude came to me, and said, "Officer, I will give you a guarantee for 12 men; I will pay them 5 *s.* each, if you can get them to assist you to save these poor people's lives." I wrote to my inspector, stating what was going on on shore; I sent this civilian (*pointing*) with the message. When I was coming out of the hotel I was asked by the coast-guard, was I sending for more assistance? I said I was. He says, "You are not going to bring them here." I says, "We never interfere with your duty, but to assist you; our duty is to protect life and property, and that I am sure we shall do." I sent this message off to my inspector, and the men were brought. I remained on duty till six o'clock next morning; there would be about 97 rum-casks, within, perhaps, half-an-acre's space, or say, a quarter of an acre; I think six men would have been able to protect those 97 casks, that is my confident opinion; I cannot say how many casks there were in other places.

By Captain *Grant.* These casks would be collected into that space by about 12 o'clock, about midnight. I should say that 50 well-disciplined men would have prevented most of the mischief; they would have been able to protect the property as it came on shore, as it lay scattered along the beach; there was no disposition on the part of the people to resist the police, or to resort to violence to obtain possession of the rum; I am quite confident that 50 men would have been amply sufficient to have protected it; some of my men patrolled to the sand-hills; I do not know whether any of the casks were carried above the beach or not; one of my men was going to see if the coast-guard had got their barrels all right, and I told him not to go, as I thought they could manage those themselves; two

two of our men were in charge of the casks; I saw no plundering after those men were placed in charge; they never told me that anyone had attempted to resist them in the execution of their duty, or of anyone going in amongst the casks.

THOMAS PERCIVAL, sworn; Examined by Mr. *Hughes*.

I AM one of the Police of the county of Chester. I am stationed at Poulton. I was not on the shore on the 27th at all, I was on the sand-hills. I found a barrel of rum betwixt the shore and Wallasey village, about 400 yards from the shore, at a place called "Guinea Gap." It is near to Leasowe Castle. I saw a great number of people there. I went on duty at two o'clock in the afternoon; and as I was going towards Wallasey village, I met some men coming along the road; I saw they had something with them, so I stopped them. One said he had got a bottle of brandy; that he had got it from the shore; and that there was plenty of rum and brandy about the shore. Another of them had got a bottle of brandy. I took the bottles from them, and placed them in a farm-house, and left them there. I saw some Bidston men, and some boys about 15 years of age, and I took a lot of brandy from them. The boys said they had got it from the shore. They said there was a box brought in by a lot of men, and they knocked it to pieces, and took the brandy out of it. I then went on a little further, and found the cask of rum I have mentioned; it was a small cask. I took charge of it, sent for a cart, and brought it to Poulton. On the following day I went down to Mr. Springett, and gave information. The cask had been tapped and spiled. I found the cask in the sand-hills, about 400 yards from the beach, in the sand-hills. There were a number of people beside it, but when they saw me they ran away. That was about half-past three o'clock in the afternoon of the 27th. I was on the sand-hills all night. I saw some drunken people about, but not many. There were very few people on the shore on the 28th. There were three casks on the shore that morning, some distance from New Brighton. They had been pillaged during the night.

By Captain *Grant*.—A few gallons had been taken from the casks I saw. I cannot say how many. I saw no particular immorality going on in the sand-hills; there were a great many persons drunk there. There was not much noise. Had there really been the immorality which has been stated, I should have seen it, and I saw nothing of the kind. I have been on the beach in summer time, and I do not think there was any more disturbance on the beach on the night of the wreck than at any other time. It is not any regular beat. There was no special reason for my being placed on that beat. I gave the brandy that I took away to Mr. Springett.

RICHARD JOHN THOMAS re-called; Examined by Captain *Grant*.

IT has been stated, that you objected to more assistance being sent for; will you state your reasons for so doing?—Serjeant Hindley came to me, and said something about sending for more force; and I merely said, "Well, I don't want more assistance, as I am quite sufficient by myself." No person was there except myself, and I considered myself quite competent to protect that property.

By Mr. *Hughes*.—There are various opinions with regard to the protection of this property, some have considered that it would take 500 men to protect it, and others that it might be protected by six persons; and you think you were strong enough to protect it yourself?—I do.

By Captain *Grant*.—I understand that some of the people that were plundering were arrested by the coast-guard, but they were not strong enough to keep them; was that so?—I never heard anything about that.

JAMES MILLINGTON, sworn; Examined by Mr. *Hughes*.

I am one of the Constabulary of Cheshire, stationed at Seacombe. I went on duty at two o'clock on the afternoon of the day in question, and was there until six o'clock the following morning; the coast-guard went away at about one in the morning, and left us in charge until six o'clock. During that period, the coast-guard were not assisting us in the least. I had been on duty from two o'clock. I had never been off the shore. There was only one besides myself.

By Captain *Grant*.—We had orders to call Mr. Springett at half-past five in the morning. There was no attempt made to spile the casks after we took charge. Most of the people had then gone away. The last cask was brought at four o'clock in the morning. During the whole time I was in charge, none of the people came amongst the casks. I could not say how many men would be able to protect the property after it was collected together.

Captain *Smith* observed, that there was a wide difference between guarding the property after it had been collected together, and when it was scattered all over the coast.

By Captain *Grant*.—I and another constable protected this depôt from one o'clock till six. I do not know whether the coast-guard were in charge of it before or not. I relieved no one in particular. I was put in charge, and told to remain there until half-past five.

I had no arms given me. The people were nearly all gone when we took charge. Between six o'clock and 10 in the evening there were large crowds of people there, and, of course, there would be more men required to protect the property then.

GEORGE PARKER, sworn; Examined by Mr. *Hughes.*

I AM one of the Constabulary of the parish of Wallasey, stationed at Egremont. I have been there seven years. I have seen many cases of wreck, but none of so serious a nature as this. I saw a few people drunk. There were several casks a good deal damaged. I was put in charge when the coast-guard left. They left between 12 and one o'clock. I remained in charge until about six. I had instructions to call Mr. Springett at five o'clock, and I did so. There were two casks of rum opposite the coast-guard Station, and one of these had been bored twice, and was leaking very much from the holes. I called Mr. Springett's attention to it. During the time that I was in charge, there was no plundering going on. There were very few people there. Considering the temptation, I do not think there was more drunkenness than might have been expected.

PATRICK HEENAN, sworn; Examined by Mr. *Hughes.*

I SAW some of the casks put into the carts. The carts came down on the shore, and the men got some planks and placed them on the edge of the carts, and put a rope round some of the casks, and some one on the top of the carts pulled them up. I saw four casks. Sometimes the planks happened to slip, and on two occasions the cask came down, and it leaked very much in consequence. I saw two instances of that kind, about four o'clock in the afternoon.

By Captain *Grant.*—I did not see any of the carters drunk. I did not see any of Sir Edward Cust's carts on that side.

Captain *Smith* thought that it was desirable to have some form in which the salvor might insert the particulars of his salvage, in order to obtain whatever might be due to him.

Mr. *Byrne* stated that there was such a form kept at the coast-guard stations, which could always be had on application.

The Court was adjourned until Eleven o'clock to-morrow, to be held at the Custom House, Liverpool.

Custom House, Liverpool, 19 March 1867.

Mr. *Hughes* said:—IN opening this Court here, it is only necessary to state, that it is an adjournment of the inquiry which was commenced at Liscard, on Saturday last, into circumstances of a peculiar nature which occurred at New Brighton in connection with the loss of the "Elizabeth Buckham." We shall now proceed to examine witnesses, and endeavour to elicit further information in relation to this matter.

Captain *Lee* said:—I wish to state, with reference to Mr. Springett not having communicated with me at an earlier period, that he had not been many days at the New Brighton station before this event occurred, and having only an imperfect knowledge of the coast, he scarcely knew what steps to take on the occasion. I have no doubt that is the reason why the intelligence was not forwarded earlier.

By Mr. *Hughes.*—Mr. Springett was a man in whom the Admiralty placed confidence. The first time I heard of the wreck was between 11 and 12 o'clock on the morning of the 28th.

By Captain *Grant.*—I do not know that Mr. Springett sent anyone to me earlier than that. These men have instructions to give me immediate information when any disaster occurs.

By Mr. *Hughes.*—I was there immediately after I received this information. When I arrived there, most of the casks were in charge of the officer of the Customs. There was no plundering going on then.

The *Collector of Customs* said:—I think that where men of the rank of boatmen are in charge, they ought to be allowed to keep a small sum of money, so that they might have the means of paying a messenger at once; it is very likely they may not have the means of doing so. He might have to take a cab, and to incur other expenses; and I think it right that he should be furnished with means to meet such an emergency. With regard to this particular case, I think it is one of those cases, which, perhaps, may never occur again; I have never had a case like it; and I think it is one which we can hardly guard against. I may say, also, that, speaking generally, I do not think the coast-guard are sufficiently well paid for their services. In cases like this, what they receive is given to them as a kind of

of gratuity; they have, in fact, almost to go and ask for it. There might be some difficulty in the matter, but I should like the receiver of wreck to have the power of telling these men that they are entitled to so much for any extra services they had performed.

Captain *Grant* stated that there would probably be a Bill before the House of Commons shortly, relating to this question. By that Bill, however, the Coast Guard are considered to be bound to save wrecked property, both on account of their pay, and also by their being placed on the coast, therefore getting any salvage would be quite out of the question. He did not wish to express any opinion as to the correctness of the principle, or otherwise, but he believed that would be the view that would be taken.

An order of the Board of Customs, of the 15th March 1860, No. 411, was read, in which the submission of the collector at Liverpool, that Mr. Martin Byrne might be employed to assist the collector, as deputy receiver of wreck, was approved.

Mr. *Byrne* (by Captain *Grant*).—I have no written authority from the collector to act as his deputy receiver; my salary is received from the Board of Customs.

By Mr. *Hughes*.—I am called an "examining officer;" I have no title as "assistant receiver," or anything of that kind.

The Collector of Customs.—Mr. Byrne is, in fact, a Custom House officer; and if I wanted him for any other duty, I have power to put him to that duty if I thought proper.

Captain *Grant* (to the *Collector*).—We have it in evidence that a telegram was received here at the Custom House as early as one o'clock, which was endorsed and sent on by you to the inspector general, and then passed on to the river surveyor.

The Collector of Customs.—I should like to tell you about that. I think the telegram came in about two o'clock, or it might be one o'clock. I immediately sent it to the inspector general. My object in sending it to the inspector general was this, that he has the sole control of all the out-door officers. I should like to see that telegram; I do not think there was anything in it to lead us to suppose that spirits were coming on shore.

By Mr. *Hughes*.—It was not the duty of the river surveyor to do more than what he was placed there for, viz., to guard the river. He thought he made the best arrangement for that purpose with the information he possessed.

Captain *Grant*.—The river surveyor seemed to think that if he had known that the goods were landing on any point of the coast, it was not his duty to use any judgment in the matter, or to take any steps to protect the property.

The Collector of Customs.—But it was his duty to report the fact to the inspector general as soon as possible, certainly. I think he must have meant that he would perform the particular duty he was engaged upon. I do not think he understood you, because I should consider it to be a very serious offence if he did not tell me all he knew.

Captain *Grant*.—This is the telegram: "Some vessel wrecked; large number of casks "on the Burbo; will come up the river on the flood." What was the object of a man being sent down to Waterloo when the telegram came?—He was sent on in case some goods might come on shore there; they had no idea of anything coming on the New Brighton shore.

Mr. *Hughes* (to the *Collector*).—It has been stated that in the event of any great emergency, you would send over a dozen men to assist; is that so?—That question is answered by what we did on the 28th; as soon as we knew of it, we sent over a force for that purpose; and it would be done under all circumstances; that would have been done for Customs' purposes.

The receiver's report book was produced, in which was shown the sums paid as salvage money. Captain Grant and Mr. Hughes remarking, that in many cases the remuneration was absurdly inadequate.

The *Collector* stated, that if the salvor and the underwriter were agreed as to the remuneration, he (the collector) could not allow Mr. Byrne to go and say, "This is not enough." Mr. Byrne had, in several instances, represented the case to the underwriters, and induced them to give more liberal allowances.

Mr. John Jones, sworn; Examined by Mr. *Hughes*.

I am Chief Officer of the Coast Guard, of the second class, at Waterloo. I remember this cargo coming on shore; there were three old tarred casks picked up on the morning of the 27th, at one o'clock, at high water; they were empty old water casks. At daylight the two watchmen were called out; one went north, and the other south. I went a little further, and then saw a few cocoa nuts. I found a small cask of rum. I told the watchman to go in and get his breakfast, and I remained in the watchhouse. He returned about ten o'clock, and by this time the mist lifted off the bank, and I could see a number of casks on the bank. I then sent a telegram to the underwriters, and another to the receiver of wreck, stating that the Burbo bank was covered with casks, and that it was probable they

would come up the river. It did not strike me that any of the casks would come on the south shore, the wind being in the north. My duties are entirely confined to the north side. None of this rum came on my side; only some cocoa nuts, and these empty casks. I always communicate by telegram to the receiver of wreck.

By Captain *Grant*.—I have no special instructions to communicate to the underwriters' rooms; it is from my own thought altogether; it has nothing to do with the service. No one has instructed me to do so. I did not see this ship at all, none of the bodies came on shore. There was not the least thing to indicate the name of the ship. It was about 10 or 11 o'clock when I saw these casks. One of the agents from the underwriters' rooms arrived at Waterloo in the afternoon; he told me they did not know at that time what vessel it was. My instructions are to communicate with my superior officer in such cases as these. I telegraphed that day to the receiver, and I wrote to Captain Lee, but unfortunately Captain Lee did not receive my letter until the following morning. It would not be in the ordinary course of my duty to go from my station at all. It is about three miles from New Brighton Pier to my station. I could land my boat at any hour of the tide. I could get to New Brighton in about an hour and a-half. On the day in question the boat would have gone very easily. I could cross over from Wallasey to New Brighton very easily, unless it was a great storm, only I should be exceeding my instructions if I left my station without special directions. It would not be my duty to cross over; I should get censured by the inspecting commander. It is not my duty, under any circumstances, to leave my station. My force consists of seven men. It has been increased by one man lately, If there is a wreck anywhere within the limits of the receiver's district on the Lancashire shore, I have arrangements made that I know it with the least possible delay, and I render all the assistance I can under the circumstances.

Mr. *Byrne* (to the *Witness*).—I should like to ask, with regard to former occasions, when any communication has been made to you, by telegraph or otherwise, how long has it been before that information has reached you?—Always by the next train.

By Captain *Grant*.—It did not occur to me to telegraph to the inspecting commander, when I saw the casks on the Burbo Bank; I thought the men would have communicated immediately by telegraph.

By Mr. *Hughes*.—I have been four years at Waterloo, and am thoroughly conversant with the whole of the coast. Within those four years we have had the "Amelia" barque, wrecked in November 1863; there was also the "Tamworth," at Southport; the "De Witt Clinton," and the "Chimera," all became total wrecks. There was the "Singapore," and the "Sunda," as well; the cargo came on shore. I am only speaking of my own side of the Mersey.

By Captain *Grant*.—The cargoes were general cargoes; the "De Witt Clinton" had deals; the others, general cargoes. There were several other vessels that came on shore that were discharged, and brought to Liverpool. In these cases the captain took my advice; we telegraphed to the receiver of wreck, that such and such vessels were on shore, and the same to the underwriters; the cargoes were taken out of the vessel, and the affair was settled. I picked up some sovereigns once, as part of the wreck of the "Sunda." One vessel contained gin or whiskey, and another ale and beer. A great portion of the "Sunda" went on the south side; the ship, not the cargo. The cargo of the "Singapore" was all along the shore, and some of that was ale; I cannot say that that was plundered much, only a little. Is your experience of the people on your side such as to lead you to believe that they are not amenable to a moderat force in preserving order at a wreck?—Certainly not; the men who live along the shore have always been well and liberally paid by the receiver, and I could trust them with any ship; but if a wreck comes on shore with rum, and strangers are attracted to it, I would not be responsible for their conduct. There is no disposition amongst the people to resist constituted authority.

By Mr. *Hughes*.—I think if I had sent to the collector, and said that there was a cargo of rum coming on shore, he would have sent me down 20 of the Custom House officers, if required, and I think I could have protected the prpeerty. I have no arms for the Custom Hous officers. I should think if the collector thought it necessary for them to be armed he would supply them with arms. In the ordinary course of things, I should arm none but my own men. The coast guard would have their proper arms to protect themselves and the property; I do not think it would be a question for my consideration as to how the Custom House officers would protect themselves. I should hesitate about putting arms into any man's hands in a case of this kind; I would not arm civilians unless I had an authority to do so.

By Captain *Grant*.—I should decidedly consider myself justified in using force in protecting wrecked property. I should make use of my weapons to prevent the breaking of the law. I am aware that the law authorised me to do so.

The Collector of Customs stated, that if the people saw the coast guard there, they would run like lamp-lighters.

Mr. *Hughes* (to the *Witness*).—Do you know whether either of the life boats went out or not?—I do not know. I know that the one at New Brighton did not go out.

The

The *Witness* wished to know if he had power to apprehend a man, in case he found him taking away wrecked property.

Captain *Grant* stated, that if an officer saw any man plundering, or committing an illegal act, he had the power to apprehend that man, in the same way as he had power to use force for the prevention of any other misdemeanour.

Mr. *Hughes* read over the section of the Act relating to the powers conferred on the receiver of wreck, or upon those who, in his absence, represent him. He stated also what persons are empowered to act in the absence of the receiver, and that the persons so empowered could detain an offender in custody.

The *Witness* expressed an opinion that the law on this subject should be more clearly made known. He wished also to know whether, in the event of his calling in the police, he (the witness) would be under the authority of the police.

Mr. *Hughes* said, certainly not; but that it would be well to treat the police with courtesy, and to work cordially with them, seeking by all means to put away any feeling of jealousy that might seem to exist.

The *Witness* thanked the court for the advice and information he had received, and expressed his desire to act in accordance therewith.

Mr. Thomas Hammond, sworn; Examined by Mr. *Hughes*.

I am Superintendent of the Constabulary of Cheshire, for the Hundred of Wirral. I have 46 men under my jurisdiction; there is an inspector in the parish of Wallasey. I was present at the wreck of the "Elizabeth Buckham"; I received a note from Sir Edward Cust between four and five o'clock in the evening of the 27th November; upon receiving that note, I took my conveyance, and took an inspector with me; I drove right to Wallasey and put my conveyance up, and went direct to the shore; I arrived there about six o'clock in the evening; it is about six miles distant from Birkenhead; I found a large number of people there, and as soon as we got on shore we took the road to Leasowe Castle. I visited the different lots that were in charge of the salvors; I found the barrels in lots, five or six, four or five, and so on; each man had a lot to himself; a number of police were there, as well as the coast guard; we found a number of persons with bottles, and so on, and I gave them notice that I should give them in charge unless they desisted, and they would be deprived of any claim for salvage; I then returned, and I met with Mr. Springett; he was a stranger to me, and I told him who I was, and said, that if he wished for any assistance I should be most willing to give it, and that I had come there for the very purpose; we then took the shore, with six or seven more of my men; I formed them into a line, taking the whole of the shore, and we drove all the parties before us; we cleared the shore. The casks were brought together, and taken some distance above high-water mark; the farthest stack was about three quarters of a mile from Leasowe Castle; I was informed that the others had been taken on to the farmhouse of Sir Edward Cust; I did not see any of Sir Edward Cust's men there, or any of his carts; I did not see Sir Edward Cust there himself that day; I think the least number of casks that I saw in charge of one man would be nine; the carts were then employed in taking the barrels away to New Brighton; I went to the sand hills; I did not see any immorality there in the least; I did not see any drunken people along the shore; I returned along the shore to New Brighton; I saw a great number who had cans and vessels of various kinds, to carry the rum away with; they had been boring holes in the barrels; I did not see anyone trying to damage the casks; I found some of the barrels on my return, which had evidently been bored; I saw some that had been knocked on the beach, on the rocks, or somewhere else, or else damaged by knocking one against another; there might have been great leakage, independently of people boring the casks; I did not see more than two or three with gimblet holes. I saw one man with a small bottle of rum, and I took it from him; I do not think the plunder was greater than usually occurs, and I did not see that amount of drunkenness that has been stated, no such thing; I think the terms made use of are gross exaggerations; I consider about 20 men would have been able to prevent the people taking the rum away; if I had had 20 of my most active men, I should have been able to protect the property; I always find from my own experience that people generally are willing to conform to the law.

By Captain *Grant*.—I saw nothing on this occasion to indicate that the people were disposed to break the peace, I met with the greatest civility; as soon as they saw me they either went away, or remained still until we searched them, and took the bottles away; there was not the slightest disposition to resist us.

By Mr. *Hughes*.—If there had been a force of say 20 men at the commencement, the whole of the property might have been protected, for this reason, that when the people find that the police are there they very rarely attempt to carry anything away.

By Captain *Grant*.—I think it was quite an element of time; if steps had been taken promptly, all the evil complained of would have been prevented; as it was, there was really no protection to the property. I was there the next morning, and rode along the shore, and saw Sir Edward Cust, and at that time everything was as quiet as could be. I did not see any of the carters drunk; I have investigated the matter, and it has been

stated out some of the carters got drunk. There is no doubt that one or two of them were drunk, but I did not see any. There were several parties prosecuted; two were sent to the sessions for trial, and convicted; and five, I think, were summarily dealt with. I have no doubt that if I had known of the facts at an earlier period, that, with 20 men, I could have saved the property. I could have had 30 men there easily. I knew of the case between four and five in the evening, and at that time a great deal of this mischief was done. I received no remuneration for the services of the police on this occasion, nor have I ever received any. The police were there from the commencement, until some of them were almost exhausted. They had no arms, except the usual weapons, truncheon, and so on. We made arrangements for some of them that had been on duty from an early hour in the morning to go home for a time, but to parade again at an early hour over the sand hills, thinking that a great many people had got drunk. Some of them had to remain on shore all night, and be relieved by the others early in the morning. A number of our men were not aware of the fact of this rum coming on shore until two or three o'clock in the afternoon, and these men were on duty all night; they went to the place immediately they heard of the rum being there. They were on duty from two o'clock in the afternoon till six or seven o'clock the next morning. The usual period of a policeman's duty is three hours in the day, and six hours in the night.

By Mr. *Hughes*.—I have known Thomas, the coast guard, nearly nine years. I have always thought him a decent and respectable man.

By Captain *Grant*.—How was it that there was a jealous feeling on the part of the coast guard towards the police, from pecuniary motives? Captain Smith has stated that he understood from the members of the force that such was the case; have you ever given Captain Smith to understand so?—It may be so. I was not aware that the coast guard received any salvage whatever, but I know one of my men was the means of saving several casks of wine, many years since, and we never heard a word of it, and he never got anything for it; it was the same with a great quantity of property that we saved from another vessel; it was also handed over to the coast guard, and we never got anything for it.

That hardly meets the case; if it is from pecuniary motives that there is a jealous feeling existing, what are those pecuniary motives?—I am not aware that there is any motive further than that they do not wish the police to interfere.

Do you think that the coast guard are afraid of lessening their amount of salvage, if the police interfered?—I cannot say that; I have offered my services before now, and they have said they did not require them; that is seven or eight years ago. I think that would be the last case we have had. I do not know of any more recent case where that feeling has been shown. My impression has been that the coast guard think it is their duty to interfere in these matters, and not for the police at all; that it is entirely within the jurisdiction of the coast guard. I think it is looked upon more as an interference than a support to them. They would rather the police did not interfere at all. I draw these conclusions from their manner, and from their own statements in my presence.

By Mr. *Hughes*.—In a case of this kind occurring at New Brighton, I do not know of a readier means of communicating with the receiver of wreck than by boat. It would take an hour. That is the readiest means of communication. It is from Bidston that the telegram is sent down to the underwriters' rooms. If I wished to communicate with the underwriters at Liverpool with reference to anything along the coast, I should have to go to Bidston. Bidston is almost as far off as Liverpool. I think the best means of avoiding this plundering in future would be that the coast guard should communicate with the police as soon as they receive intimation of a wreck, and the police would render every assistance in their power immediately. Our object would be to prevent plunder. We should take no steps to secure the wreck, but merely prevent people carrying the property away.

JOHN JONES, sworn; Examined by Mr. *Hughes*.

I AM a commissioned boatman of the coast guard. I have been twelve months at Hoylake. I know the coast very well. I first heard of the wreck about twelve o'clock in the morning. I was at the station. The nearest cask was three miles and a-half from me. They came nearly up to Leasowe Castle. There were five or six in a heap, and within two or three hundred yards, four or five more. Five men were on that duty from Hoylake. We were sent down by our superior officer as soon as we knew of the wreck. That was in the middle of the day. Two men went down early in the morning, the watchman and another man. I saw Sir Edward Cust on the beach. He merely passed a remark about the people being on the beach; he did not advise me to do anything, or to get any help. There were hundreds of people about. The casks did not appear to me to have been damaged before they came on shore; they all seemed to be sound, but they were bored with gimblets. We were all on the beach. We were all fully armed. Our chief officer was away on duty. The force at Hoylake consists of six men, and the chief officer. I was under Mr. Springett's orders. We saw a great deal of plundering going on. We broke a great many bottles. Bottles were mostly used. A good many people were drunk. Planks were used to get the casks into the cart. The carts were employed by Mr. Springett; he set them at work. We had no particular instructions from Sir Edward Cust. They took some of the rum into his premises. I should not like to say that any of Sir Edward Cust's men were drunk. Mr. Springett was new to the station; he had been there only a few days

days before. If we had had a larger force we might have put three or four lots in one and guarded them. It was not all taken up to New Brighton until next day. Three or four of the men were left all night. I should think it would take a dozen men to guard 80 or 90 casks in one lot. It did not occur to any one to notice the absence of the inspecting commander. We did not think it necessary to acquaint him. The chief officer was at Liverpool on duty. He came down to the shore afterwards in the course of the evening. He has left the station.

By Captain *Grant*.—I remained on the shore from one o'clock in the afternoon till one o'clock at night. I was away from the beach, when I went to get refreshment, about two hours. When I left there was no disposition on the part of the people to plunder; there were not so many on the beach; and we thought that the best time to go and get something to eat. We had had nothing since the morning. Only one-half went away; there were always some of our division on the beach. I patrolled along the sand-hills as far as the Red Noses. I did not see any improper conduct among the sand-hills. The people never showed any disposition to resist our authority. Immediately they saw us they dispersed, and left the casks running.

CHARLES MINTER, sworn; Examined by Mr. *Hughes*.

I AM a Boatman in the coast-guard. I have been at Hoylake since last August. I was on duty on the 27th November. About nine o'clock I observed some people on the shore stooping, and I could not make out what it was. I told the commissioned boatman that there was something on the shore, and that I would go and see what it was. I went along, and saw a man coming with a lot of cocoa nuts. I went on to Sir Edward Cust's, and there I saw the rum casks coming in. There was nothing between Sir Edward Cust's and our station except cocoa nuts and two bales of cotton. The rum was scattered from Sir Edward Cust's to New Brighton. I saw several casks damaged; they were bilged in the head, and leaked very much. I believe they were damaged by striking against each other. I saw perhaps five or six on that side. We stove two that were very bad. This was done by the orders of the chief boatman, because they were leaking badly, and the people were getting mad with it. We thought it was the safest course to stave in the casks, rather than the people should get demoralised with the contents. We stove them in by Mr. Springett's orders. We saw many others that were damaged by knocking against something or other. From Leasowe Castle to New Brighton there might be six or seven that were damaged by the sea, or some other means of that kind, before they came on shore. There may have been many more that I did not see, in the same way. I did not go all the way to New Brighton. I took the number of each cask, as far as Sir Edward Cust's, and they were nearly all landed at that time. I took up my position between there and New Brighton. Five of our men were employed during the day looking after this property. I was on duty from six o'clock that morning until eleven o'clock the following morning. I was on the beach the whole time. We were extended from Sir Edward Cust's to New Brighton. Some of us were at New Brighton during different parts of the night. Jones, who has just left the room, was one of them.

JOHN JONES, Commissioned Boatman, recalled; Examined by Mr. *Hughes*.

I WAS at New Brighton on the 27th of November. There were a good many casks in one lot at New Brighton on the night of the 27th; not so many as 70 or 80. Some of the officers were there all night. I cannot say precisely what the detachment at New Brighton were doing during the night. They were guarding.

By Captain *Grant*.—There were some of the men guarding at New Brighton all night; I cannot say whether any of the Hoylake men remained on guard at New Brighton during the night or not. When we went there we saw the New Brighton men guarding the casks; that was about half-past ten. I saw four police at the targets; they were assisting in protecting the property. We cannot see the Burbo Bank from our station with a glass; it is seven or eight miles off; it was foggy weather. I do not know whether the lighthouse signals information concerning wrecks by means of a semaphore or not; we cannot see that station. I saw a great deal of drunkenness; scarcely a man amongst the lot was sober after dark. The people were rather obstinate when they got drunk, but they were not inclined to repel us by force; we had some difficulty with some of them, and had to fist them off. I saw no particular immorality amongst the people on this occasion.

WILLIAM CORNWALL, sworn; Examined by Mr. *Hughes*.

I AM a Boatman in the coast-guard, and have been at Hoylake since August last. I recollect the wreck of this vessel; I heard of it at three o'clock in the afternoon. I did not go along the beach; I was left in charge of the station. I did not see any of these casks there at all. From my station I cannot see over the Burbo Bank; it was hazy on the day in question. We can see the Crosby light-ship on a clear day at low water. I cannot say whether I could see any casks on the top of the Burbo Bank on a fine day or not.

Captain *Grant*.—If you were here (*describing the position on the Map*), looking towards the Crosby light, you would be able to see that there was something unusual upon the bank?—Yes, I should.

By Mr. *Hughes*.—I could not see along the shore towards Leasowe Castle from my station; I should have to go as far as Mr. Shaw's house. I knew nothing of this rum business until late in the afternoon. My chief officer went out in the evening, and was out all night. I was out till four o'clock on the beach, from Hoylake right along to the rum.

By Captain *Grant*.—I did not see any of Sir Edward Cust's men; I did not see any of his carts; I saw no women or children drunk; the men that I saw drunk were very civil to me; I did not apprehend any violence from them. I could have protected the rum with three or four men, if it had been brought into one lot; I should certainly consider myself justified in using force to prevent the people taking the rum away; there is no misunderstanding between ourselves and the police; if the police come down on the beach to assist me in preserving this property I should look upon it as an interference; I do not know of any other case of interference on the part of the police with the coast-guard. I have been at wrecks on the coast, where the police and ourselves have worked well together. I did not see any of the police on the night in question; they were up towards New Brighton.

Mr. *Hughes* (to Mr. *Byrne*).—Supposing it was necessary to communicate to you the intelligence of a wreck being on the coast, and that a force was required to assist in preserving the property, how would that information be communicated?—The telegraph would be available, decidedly.

But there is no telegraph station at Hoylake?—There is one at Hilbury Island for the very purpose.

A discussion ensued as to the means of communicating by telegraph.

Mr. *Byrne* stated that the only means of communication were, either going to Bidston, or straight on to Birkenhead.

Mr. *Hughes* inquired why, seeing that news concerning all wrecks was transmitted to the Exchange by telegraph, the same telegram could not be forwarded to the Collector of Customs.

Mr. *Bouch* stated that such telegram would be forwarded from the Exchange if the usual payment was made for its conveyance. He said that several of his tenants in Water-street were not satisfied with being three or four hundred yards from the Exchange, but had a private wire brought into their offices; and he thought that if it was worth the while of a private individual to go to such an expense, it would be equally worth the while of the Government to have a wire to communicate the same news.

Captain *Grant* gave it as his opinion that a private wire from the central room of the Exchange to the Custom-house would be a great saving of time; he could not say what the expense would be.

Mr *Hughes* (to Mr. *Byrne*).—In the event of a wreck occurring at night, how do you receive the information?—If a telegram comes to the Custom-house any time after four o'clock, it is sent to me, by the Collector's instructions.

The Collector of Customs stated that his instructions to his house-keeper were, in the event of a telegram coming after the ordinary hours of business, addressed to himself privately, that it should be sent to his residence at any hour of the night. If it were officially addressed, the house-keeper had instructions to open it, and give the necessary orders; and if the telegram relates to matters of wreck, it should be sent on to Mr. Byrne, the assistant receiver. A private telegram would of course be addressed to himself by name; an official telegram would be addressed to "The Collector of Customs."

Mr. John Hawke Genn, sworn; Examined by Mr. *Hughes*.

I am Acting Surveyor of Customs at Liverpool. I went over to New Brighton at noon on the 28th November; I took over with me four out-door officers, my object being to take charge of the rum there, on behalf of the revenue; I took charge of 115 casks altogether; some of them were in a damaged state, through bilging, not many; I am entirely without evidence as to what became of the rum which was lost, but I think a fair proportion of the cargo was saved, and I should account for the loss of the remainder rather by its having been covered over with sand than from its having been lost on shore; I can hardly say whether the shore is formed of hard or soft sand. I think there was a very fair salvage.

By Captain *Grant*.—The casks were for import; I believe the gauger of the Customs skipped about 17 casks altogether; we did not put the contents of two casks into one in any case; when we found a cask was deficient, or in a damaged state, that cask was skipped; the first 75 casks were sent away without any special examination, and very many of those had been interfered with; those left behind were not in such good condition as those sent away.

By Mr. *Hughes*.—I have little doubt that there was a considerable loss of rum by the action of the sea; I could not give any estimate of the number of casks that were plundered by the people; I only noticed two or three casks that appeared to have been stove in; I

was

was not there for salvage, and so long as a cask was empty I did not concern myself about it. There were not many casks empty; the casks that I saw had evidently run out through being stove in, probably by shipwreck; I did not see any implement for the purpose of breaking in the casks; gimblets were used for boring the casks. I have been here more than 21 years, and have had charge of wrecked property repeatedly.

By Captain *Grant*.—Can you give us any idea as to the best means of communicating with the collector of customs from the shore in the event of wreck?—By the telegraph from the north shore.

But from any part of the coast near New Brighton?—The difficulty is in fixing upon the person who shall be responsible for sending it; if you decide that point, there are officers in attendance night and day at the pier head to whom a message might be sent; I should not think it best for the messenger to come up here, but to the pier head, because, when the Custom-house is closed, a strange messenger might go away from it. There is always an examining officer stationed at the pier head.

Mr. *Byrne* suggested that the messenger might come to the station and find that the officer was absent, in discharge of his duty.

The *Witness*.—I think perhaps, taking everything into consideration, that the Custom-house is the best place for him to come to.

By Captain *Grant*.—I received information that I was to go over to New Brighton at about half-past 10 on the 28th November; I received my instructions from the collector on the morning of the 28th; then for the first time I became aware that there was any wreck upon the Cheshire coast; I did not know before; I went over entirely to take charge of it, because the property was liable to duty; I heard at about half-past ten on that morning that it was dutiable property; I have reason to believe that it was not known at the Custom-house an hour before then, scarcely half-an-hour; I attend at nine o'clock in the morning. When I took charge of this rum, I remained in charge until the last cask was removed. I consider it to be the duty of the salvors to remove the goods; we should simply see that it was safely deposited in the Queen's ware uses; we should remove it before dark if they did not. I do not know who took charge of the rum at the Canning pier head; that officer would remain in charge until it was all deposited in the Queen's warehouse.

The *Witness* handed in an approximate account of the cargo, showing the deficiency on the whole quantity of rum. He stated that the account was sufficiently accurate to give a general idea of the case, but was not worked out to minute fractions.

[Adjourned to To-morrow, Eleven o'clock.

Custom House, Liverpool, 20 March 1867.

Mr. JOHN H. GENN, Acting Surveyor, recalled:

Mr. *Hughes*.—I believe you have stated that you were desirous of correcting certain evidence which you gave yesterday?—Yes; I think the evidence I gave was to the effect that a part of the cargo which was not found might have been covered up by the sand; I should have added, "or destroyed when the ship was broken up." I think it is reasonable to suppose that a considerable number of the casks would be smashed when the vessel broke up. I have no knowledge of any broken casks coming on shore excepting those which I mentioned yesterday. I think there were three or four in that condition. I think that something over a fourth was lost, and that the remainder must have been destroyed at the time of the wreck. I should not like to say that a single cask had been actually bodily taken away. No doubt, including what was drunk, there would be more than that quantity taken away. I think there was a greater quantity lost through the method of plundering than what was actually drunk or carried away.

By Captain *Grant*.—I am not aware of any cask being taken away altogether. There was one cask in charge of a policeman; but it was taken charge of as soon as the Coast-guard were able to get it. There was a cask found in the sand-hills by a policeman; he delivered it to the Coast-guard, and the Coast-guard delivered it to me. It had been tampered with, but I did not observe any spile-holes about it.

By Mr. *Hughes*.—If the Custom-house officers had been there on the 27th they would have done what the Coast-guard did in the matter. The casks were brought to the best place possible under the circumstances. They were collected into stacks, so that a smaller number of persons could protect them. When I arrived there the casks were still coming in from the Leasowe Castle shore.

By Captain *Grant*.—I did not see any cask that had come on shore after the evening of the 27th. I understand they all came on shore before then; certainly nothing came on shore after the evening of the 28th.

By Mr. *Hughes*.—In some cases, where the people had bored the casks, I believe there was more than half a cask gone, but I cannot be certain. The casks were skipped when necessary.

The *Witness* handed in an account, showing that the 115 casks found contained 8,496 gallons: the contents should have amounted to 9,754 gallons; showing a deficiency of 1,258 gallons. He stated that some of the casks mentioned in the account had been tampered with, and had sustained considerable loss.

By Mr. *Hughes*.—I saw two or three empty casks. The people did not break any of them up. The inference would be, that, with the exception of these casks which I had charge of, all the rest must have been broken up when the vessel went to pieces. That is my strong impression; if the ship went to pieces she must have broken up a good deal of the cargo.

By Captain *Grant*.—I cannot say that I saw any casks that had the appearance of having been emptied of their contents. I cannot say how many of them had salt water in them. I am decidedly of opinion that as to the loss by pilfering, the larger portion must have been lost rather than plundered; I mean that the act of plundering caused the loss.

Mr. DUMBELL (Secretary to the Mersey Marine Insurance Company) said:

I HAVE been desired to attend here on behalf of the Company whom I represent. If we can render any assistance in furthering the object of this inquiry we shall be happy to do so.

Mr. *Hughes*.—Is it your practice, in cases where you are interested through insurance, are you in the habit of putting men in charge of the property endangered?—We should not have done so in this case, because we did not accept an abandonment. If a wreck took place at a distance, we should probably send one of the surveyors of wrecked property. In this case we arranged with Messrs. Waterhouse that they should look after the property. In ordinary cases, as insurers, we are not in the habit of sending persons to assist the receiver where the wreck takes place close to, and where we have not accepted an abandonment. I think that the suggestion made with regard to strengthening the Coast-guard is one of the most feasible modes of preventing these occurrences in future.

By Captain *Grant*.—In case of wreck occurring at New Brighton, it could not, at present, be communicated to Liverpool without a considerable loss of time. We have now communication by means of the Chester and Holyhead Railway. The Dock Board telegrams are brought to the underwriters; the marine surveyor gets the telegram. The information comes right round to us. You would have just as good means of communication in cases of this kind.

Captain WILLIAM STARK, sworn; examined by Mr. *Hughes*.

I AM employed by the Assistant Surveyor of the Underwriters' Association. I received information of the wreck of the "Elizabeth Buckham" about three o'clock in the afternoon of the 27th November. I went over immediately by the Egremont boat; on my way to Egremont I saw a few casks floating in the river. I knew they were rum from the look of the casks. I got to New Brighton about half-past four o'clock; it was dark then. I did not consider that there was sufficient force to protect the property. I suggested to the officer of the Coast-guard that it would be well to send for more force. He said he had communicated with the police, and he also desired me to see Mv. Byrne as soon as I came to Liverpool; I got back to Liverpool at about half-past five, or perhaps a little later. I went to the River Police, and told the men on duty what I had seen in the river, a number of casks floating about, some of them made fast to the side of a vessel. I saw one of the vessels with two small bales of cotton. I told one of the men to communicate with his commanding officer; I do not know whether they took any steps in consequence of my report or not. I did not communicate with Mr. Byrne; he was at Southport; it was not considered needful for me to return to the shore that night; I got no orders to that effect; I had no instructions from our office to look after this property; we leave the protection to the receiver of wreck on these occasions. Mr. Springett sent a message with me to Mr. Byrne, and gave me a portion of the log-book which had been washed ashore.

Mr. *Dumbell* stated that a surveyor from the Association for the Protection of Wrecked Property did go, and always does go, to every wreck; he would not take a force with him, but could get such force if he thought it necessary.

Mr. *Hughes* (to the *Witness*).—What was written on this piece of the log-book?—There was no writing by Mr. Springett; it was merely a part of the heading of the log-book; it had the name, "Elizabeth Buckham," on it. Mr. Springett desired me to see Mr. Byrne, and to tell him what we had seen. I did not see Mr. Byrne at all that night; he was at Southport. I delivered the message to our secretary. I could not say whether it was ever delivered to Mr. Byrne or not. I took no steps myself to see Mr. Byrne. I came from Mr. Springett to Liverpool, with that message, but I never delivered it to Mr. Byrne. I delivered it to my principal. I saw no tapping going on. I saw two or three spiles; I saw no one intoxicated; I considered it to be the duty of the Coast Guard to protect

protect the rum. The Coast Guard were carting the rum to the hotel at New Brighton, and it seemed to me that in course of half-an-hour they would have it all collected together.

By Captain *Grant*.—I thought it would be better to have more force, certainly.

Captain *Grant* stated that it would be as well to lay down clearly and distinctly that, in cases of wreck, every one is bound to take a message from the Coast Guard to any one whom the Coast Guard considers it necessary to make acquainted with the circumstances. The expenses of such person would be paid, but he is bound to take the message.

Captain Henry Oakley, sworn; Examined by Mr. *Hughes*.

I am a Resident Surveyor for the Underwriters' Association at Liverpool; I never go on wreck duty. On this occasion I was instructed to visit the shore on the morning of the 28th, to see what was being done. I got there at daylight in the morning, about seven, or half-past seven. I went to the Coast Guard's residence at New Brighton; the chief officer of the Coast Guard showed me where he was having his barrels carted, and told me that he had men employed bringing in the remainder. He was doing all in his power, so far as means went, to protect the property. He gave me the idea that he wanted more assistance. He told me that he had sent a message up the night previously; he sent another message by me. I saw no particular disorder. I fell in with one cask of rum that had been deposited on the shore about three o'clock; there was an elderly woman had charge of it; she claimed salvage for it; it was spiled in two places; the woman was sober. There were two men in the act of spiling it, but they ran away when they saw me. I saw some casks with their heads out; the head was out entirely; it is impossible to form an idea as to how it was done. I should imagine the damage was done by the action of the sea, by the casks coming in contact with some other body; it is certain that many would be broken by the sea. I do not know anything as to the proportion that was saved; I should think it was a favourable proportion of loss. I consider it a large salvage, all things taken into account. The largest portion of the casks were more or less spiled. There must have been a good deal of waste, perhaps three-fourths.

Mr. Graham H. Hills, r.n. (Marine Surveyor to the Mersey Docks and Harbour Board), sworn; Examined by Captain *Grant*.

In a letter inserted in one of the newspapers it was stated that a signal was flying from the lighthouse on the occasion of the wreck of the "Elizabeth Buckham," is that so?—That signal referred to another vessel, the "Alice," which was wrecked some days before.

By Mr. *Hughes*.—Are you in the habit of signalling from the lighthouse?—We have lifeboats at our disposal, and we arrange for signalling the lifeboat, not for any purposes of the Exchange, but for saving life.

By Captain *Grant*.—It is only the lifeboat signal, a square flag, which we call the distress flag, a plain blue flag. We received the intelligence of the wreck of the "Elizabeth Buckham" from the pilot-boat that saw her strike; and I took the lifeboat down myself that night; but she was all to pieces when we got there.

By Mr. *Hughes*.—The wind was about west-nor'-west. The tide was about two hours' flood. She struck "right and fair away," on the bar. She spoke the nor'-west light ship a little before eight o'clock in the evening of the 26th.

A map was produced, and the position of the wrecked vessel pointed out.

Mr. *Hughes* (to the *Witness*).—Can you give us any suggestion as to any improved means of communication between New Brighton and Liverpool?—There is no readier mode of communication than by taking a fly, and proceeding to Seacombe or Egremont. We get information at the Exchange of all wrecks immediately they occur, from our telegram. The Mersey Dock Telegraph is a public one; I should recommend that, in cases of this kind, where it is necessary to communicate with the Receiver of Wreck, you should get the information from the Exchange. That is the readiest means of obtaining it at present.

Mr. *Hughes* stated that it would be necessary for the authorities to know what kind of cargo was being wrecked, in order that the custom-house officers might not be taken from their ordinary duties without necessity.

The Collector of Customs stated that if information had been forwarded to himself at an early period he should have sent down all the men available, and the evils complained of would no doubt have been prevented.

Captain *Grant* (to the *Witness*).—It was not generally known, I believe, on the morning of the 27th, that the cargo consisted of rum?—It was not; early in the afternoon of the 27th the casks began to drop on shore, and the people then began to congregate. When I went down the people did not know what the casks contained; they simply knew that a number of casks were coming on shore. I do not know when it was first known; it was some time in the course of that day that I received the telegram, stating that the ship was believed to be the "Elizabeth Buckham." I have been 11 years in Liverpool.

I really have not thought over any suggestions as to better means of protecting property on occasions like this. I should say, in the first instance, that there might be something done on our completing our telegraph between here and Hoylake, and affording the officers there direct communication with Liverpool. It has been in contemplation to complete our telegraph between here and Hoylake; our present line is to our telegraph station at Hilbre Island. That is for reporting shipping matters, and for signalling for the lifeboat. Our line at present runs across there, and follows the railway (*describing the course on the map*) coming down here, to the Woodside landing. All that would be necessary would be to signal, and the telegraph numbers of the lighthouse chart to be hoisted. They use Marryatt's code of signals. I think that the wind had little effect upon the casks; they went with the tide backwards and forwards.

Captain D. Chisholm, sworn; Examined by Mr. *Hughes*.

I am a Special Agent of the Underwriters' Association at Liverpool. I received my instructions to go to the wreck in question about noon on the 28th. I went to New Brighton; I went along the beach as far as Egremont. I took the Coast Guard's statement as to all the property being in to be correct. A great many of the casks were bored. I should say nearly every one of them had, more or less, holes in them. They were leaking through these holes; the holes were chiefly in the head. I saw two or three men that were a little drunk. The Coast Guard said they had had trouble with the people; but they had got over their troubles then. It was my duty to have the cargo taken away to a place of safety. We generally send some person to assist in protecting property; it was not done in this case because the Coast Guard had full charge of it then, and they took steps to protect it. I was not aware that there were only three coast-guard men there. I did not know of any plundering going on until I arrived there. Had we been aware, on the 27th, that there was a limited force there, and that the property was not safe, it would have been our duty to have gone there, and to have assisted in protecting the property. We should not have said, "We have nothing to do with it." Each surveyor sent out takes charge of the particular wreck that he has in hand, and he organises a force to protect it. If I were aware of any vessel being on shore, and that casks would be thrown ashore on the following day, I should not, in the ordinary course of my duty, send any one to protect the property without special orders. Under such circumstances I should go there and assist in protecting the property. Our secretary sent me there. On such occasions as these I assist in protecting the wreck whenever I am sent. The Coast Guard always communicate with me when any wreck takes place. On this occasion I had no communication.

By Captain *Grant*.—Will you state an instance in which you have employed force in the protection of property in these cases?—Lately, in the Isle of Man. There were two coast-guard men there, and police also; I employed police, and also a private party to assist, and there was what they call the Volunteer Rocket Brigade there. They were recognised officials. The coast guard communicate to the office, not to me direct. In the event of a wreck, the coast guard are in the habit of communicating the fact to our office. I do not know whether Mr. Springett sent to our office for assistance or not, in this case. We have communications from the coast guard, and we sometimes go and assist in protecting the property. At a place like New Brighton, if I found it necessary, I would employ labourers, and others of that class, to cart the property away; I should always apply to the constable first. We have employed the lifeboat men in protecting property on similar occasions; I do not know whether they would be considered as civilians. A great many of the casks had as many as 30 spiles in one head; the spiles were broken off. I think that a large number of casks were left on the shore, whose contents had been allowed to run out; I think I skipped 30, or 35 casks. About a third was lost out of those that were skipped; others were quite full. Those that were full had a few spile holes in them. There was not so much lost through spiling as might have been lost by the casks knocking against each other when washed on shore. A large quantity was lost from the heads being damaged; but I could not know how it was lost, or how that damage was caused.

By Mr. *Hughes*.—I think, considering all the circumstances, that there was a large quantity saved; there might be some few casks that were plundered, no doubt. By plundering and wasting, I should say there were about 200 gallons lost; I do not think more than that was lost in that way. That is out of 11,000 or 12,000 gallons. Very probably more than one half of it was lost through the stuff running away when the police were approaching.

By Captain *Grant*.—Have you any knowledge as to how the means of communication could be improved from Hoylake and New Brighton, to the Underwriters' Rooms?—It could easily be done by telegraph; that would necessitate the establishment of a telegraph station there.

By Mr. *Hughes*.—How do the people at Bidstone ascertain when a ship is on shore?—I suppose it must be by the telescope.

(*A Voice.*)—They see it by the glass, and then they communicate by telegram.

Captain CAWKITT (Agent for the Protective Association) said :—

I THINK the only means of improving the communication would be by telegraph, as we have already pretty quick communication by means of messengers on horseback. We get information concerning wrecks through our sub-agents. The coast guard officers are in immediate communication with our office.

By Mr. *Hughes*.—In cases of wreck in this locality, our secretary will instruct one of the agents to go over, before knowing that any of our people are directly interested in the wreck. If there is any one in Liverpool connected with any particular wreck, the parties authorise the secretary to send; he is then armed with authority, and in some cases the authority is also signed by the shipowner. Therefore, when he is armed with that authority, he takes charge of the property. The first step is to see the coast-guard officer. With a cargo of rum, we should presume that the custom-house officers would be on the spot at once, on account of the revenue; if we simply send an agent (as I believe was done in this case) without any written authority, he would be in no position to employ hands. If he were in a position to employ persons, and he saw that the officers of the Crown were not adequate to the protection of the property, he would represent it to the officer in charge, and give his views on the subject; the next step would be to find out the constabulary.

Mr. *Hughes*.—I am putting the question in this form for this reason: it is quite obvious that there was an immense amount of property upon the beach, that the number of persons to protect it was totally inadequate for the purpose, and I wish to know whether the owners of the property would admit it to be their duty to do anything for the protection of that property?—I should think the owners would admit it to be their duty. In this case, I think it is perfectly clear that nothing was done until the property was in such custody, that you had only to carry it away; what would be done in future cases of a similar kind? —The owners usually do something; they generally take the precedence. There was no effort made in this case, except by the public officers, until it was too late; until the property was secured. We were satisfied that the property would be in the hands of the Receiver of Wreck.

By Captain *Grant*.—Did Mr. Rundall take any steps to communicate with the Receiver? —I think he did.

To Mr. *Byrne*.—Had you any direct communication from Mr. Rundall?—Not till I went to the office.

The *Witness* stated that the office which he represented was closed at night, and that the only communications that could be given would be delivered early in the morning.

H. M. HUGHES, Esq., said :—

I HAVE resided in this locality for some time, and should like to make a few suggestions. I reside between Egremont and New Brighton, and have lived there for 25 years. I think that a great deal of unnecessary blame has been thrown upon the people for stealing this rum. From my knowledge of the people, I believe that had they been asked by the police, and told that they would be paid for their services, they would have been glad to render assistance in saving the property. It does not appear to me that any great quantity has been wilfully taken away. I did not see much plundering going on. I saw these casks washing up, and I saw very great exertions made by boatmen and others to save them. I saw them rolled up directly in front of my own house, and taken charge of; and they were taken to New Brighton, and some to Egremont. But there was not a sufficient number of police; if there had been 20 policemen there, every cask of rum might have been easily saved. They would have saved the whole quantity.

By Mr. *Hughes*.—Some of the casks came on shore near Leasowe Castle. Bearing in mind the fact that some of the casks were near Leasowe Castle, some near the Target, and some at the Red Noses, my opinion is that 20 policemen would have been able to protect the whole; and I think that if the police, or the magistrates in the first instance, had been fully aware that the expenses of the police would have been paid to them for saving these, they would at once have sent these men down, if the coast guard had applied for their assistance; 20 men would have protected the whole. If those men had hired six, eight, or ten carts, from the farmers, sent those carts with the men along the shore, and picked up the casks as they came along, they could have put them all in a place of safety at New Brighton. They might have got 50 men who would have been glad to assist them; I did not see much intoxication there.

By Captain *Grant*.—There was no indication of lawlessness on the part of the people; they were doing all they could to save the property, and were expecting to get salvage for it; but it appeared to be nobody's business to take charge of it. I think if you could suggest from this Court that the Underwriters' Association, and the Salvage Association in Liverpool, should indemnify the county police, if they sent men down, and pay their expenses, it would answer the purpose. If our police were on the same footing, or had the same instructions that they had in Ireland, I believe the whole property would have been saved. I was very much hurt

about a poor man, an engineer, being sent to Chester Castle for pilfering. A cask had been left at his very door, thus putting temptation directly in his way; and for that offence he was sent to Chester Castle, and has lost his situation. If there had been one policeman left in charge, that offence would never have been committed; I believe if the coast guard had authority to hire carts, and to ask the police to assist them, that they would do so at once.

By Mr. *Hughes*.—There are plenty of carts to be had in the parish, and plenty at New Brighton; also at the magazines, and at Liscard; if the people could get good pay for their services, they would have protected the property, instead of plundering it; that is my confident opinion. There are boats from the ferry at New Brighton every half hour; from Seacombe every quarter of an hour, and that is within three or four miles. The principal means of communication, I contend, is through the police; if one of the police heard of this, he would communicate with his inspector at Egremont; and I think he should be instructed at once to telegraph to head quarters, and get assistance down.

Mr. *Hughes* (to *T. Bouch*, Esq).—Are you aware whether the police are stationary, or are they moved often?—They are removed; it is the rule all through the country to remove the constabulary. It has been suggested that the police in the Hundred of Wirral should receive commissions from the Commissioners of Customs to take charge of the property; but, if you move the police backwards and forwards, you will be constantly wanting commissions? I very much doubt whether it would meet with the approval of the head of the constabulary that they should be armed, even under these circumstances. The discipline is necessarily very strict; and if men are allowed to remain too long in one neighbourhood, there is a feeling that they become acquainted with the people; and it is better that they should be quite independent. Then, again, if the Customs are empowered to grant to a policeman powers greater than the civil law gives him, I think that it would be interfering with the right of control which the head of the constabulary has over his forces. I am afraid that you would find it difficult to clothe the policeman with that power. Again, you cannot tell whether the policeman would be wanted for some other place; the head of the constabulary is the best judge.

Mr. *Hughes*.—The question is whether, by putting a deputation in the hands of a police officer, he would not be able to take persons into custody, and to do other things which in his ordinary capacity of policeman he could not do.

The Collector of Customs stated that the deputation in question had been given to the rural police, and found to act admirably.

Mr. *Bouch* expressed an opinion that this would interfere with the ordinary duties of the policeman, and that he would be induced to neglect his general duties in seeking after these rewards.

One of the commissions of a Custom-house officer is brought in, handed to Mr. Hughes, and read.

The Collector of Customs stated that he had understood from Mr. Bouch that those policemen would not have considered themselves justified in seizing the bottles of rum.

Mr. *Bouch* said he thought that if they found a man in such circumstances, with a quantity of property about him, bearing evidence of having been obtained dishonestly, they would ask where he got it; they did search persons, and take property from them.

Mr. *Hughes* (to Mr. *Bouch*).—Under circumstances of this kind, the cargo being liable to duty of Customs, would the underwriters take any steps to assist the Crown in protecting it?—None whatever; if it was not liable to duty they would take charge of it; if the case was such as to justify the owner in abandoning it altogether, he would say so to the underwriter: supposing he accepts the abandonment, he would in all probability find that the portion of the property cast up was in the possession of some person or other; and whoever had it would have to give it up to him, or to his recognised authority, subject to any salvage that he may claim upon it.

By Captain *Grant*.—The owner must perform an act of abandonment, and the underwriters must accept that abandonment before they can interfere.

Mr. *H. M. Hughes* suggested that the police ought to have authority to assist the coast-guard in taking possession of the property until these disputes are settled, so as not to throw these temptations in the way of poor people.

Mr. *Bouch* stated that his son had informed him that, from the Bidstone Lighthouse, a man could see all over the bank in every direction, and that this vessel was seen on the bank at sunrise.

Mr. William Bouch, junior; Examined by Mr. *Hughes*.

The man in charge of the Bidstone Lighthouse told me that he had seen this vessel on the Burbo Bank shortly after sunrise. She was not a total wreck at that time, from what I have heard. The man told me that he could see the casks on the banks; I saw nearly all the cargo come on shore.

By

By Captain *Grant*.—I do not know how many carts were employed; a good number.

By Mr. *Hughes*.—I believe it was very late in the night before they finished carrying the casks from the shore; it would be nearly midnight before they finished.

Mr. *Hughes* (to Mr. *Byrne*).—At what time did the casks cease coming in?—The last four came in on the afternoon of the 28th. Some were on the beach on the night of the 27th; the Hoylake men had charge of those.

Mr. *Hughes* (to the *Witness*).—When the man saw the wreck, he telegraphed from Bidstone Lighthouse?—That was shortly after sunrise. I did not ask him what ship it was. He could send a message to Birkenhead in about six minutes, ten minutes at the outside. In the event of a wreck upon the Burbo Bank, the Bidstone people could see it immediately, and communicate to the Exchange; if it was not hazy, or at night, they could see anything; he told me that distinctly, I asked him over and over again. He said they could see every inch of the bank.

Mr. *T. Bouch* said that the next evidence was, that this man communicated instantly with the station at Woodside, and in six minutes that news was taken over to Liverpool.

Captain *Lee* stated that there would be no difficulty in establishing a small semaphore at the Hoylake station, by means of which intelligence of a wreck might be transmitted.

Captain *Grant* said, that by means of a semaphore, news might be sent on to Hilbre Island; a semaphore was very easily erected, and could be understood by any one of the most ordinary capacity.

A discussion ensued as to the advisability of attaching portable instruments to the telegraph wires. It was stated that it was contemplated to lay down a telegraph wire from Woodside to New Brighton.

Captain *Grant* thought it would require a person of some little ability to use portable instruments.

Mr. *Wm. Bouch* said that he believed these instruments were first intended for the guards of railway trains; he thought, therefore, that any coast guard man would be able to read them.

Captain *Grant* (to Captain *Cawkitt*).—What distance could you see from Hoylake, in ordinary weather?—I think, from the beach, I could see a vessel 11 miles off; certainly I could from the Sandhills. In the weather we had on the day the "Elizabeth Buckham" was wrecked, I do not think we could have seen the vessel more than five miles off. I think we could have seen her that distance off. I think it is about seven miles to the tail of the Burbo Bank.

Mr. *T. Bouch* stated that, within 25 minutes after the man at the lighthouse had signalled that a vessel was on shore, he saw the lifeboat coming out of the river.

Mr. *Hughes* (to the *Witness*).—Could they see the casks on the beach?—No; they cannot see the beach from the Sandhills; the Sandhills are too high for about a mile; they saw the casks on the outside banks.

The Collector of Customs was requested to produce his appointment by the Board of Trade as Receiver of Wreck.

Mr. *Hughes* (to Mr. *Byrne*).—I believe you have no appointment whatever under the Board of Trade?—No; I am to all intents and purposes a commissioned officer of Her Majesty's Customs, and detailed for this special duty by the Collector of Her Majesty's Customs. There is no person, excepting the Collector, who has an appointment under the Board of Trade. In the event of any wreck being on the coast, I should apply to the Inspector General for assistance, if I needed it. I have always obtained all the assistance I required.

The appointment of the Collector of Customs as Receiver of Wreck, defining the extent of the Collector's powers under the authority of the Board of Trade was produced, and read by Mr. Hughes.

Captain *Grant* (to the *Collector*).—At what date did you take charge of this port of Liverpool as Collector?—I believe it was the 16th February 1866. Without any appointment, I should have taken all necessary authority upon myself in a case like this. I considered that if I left the Custom-house to personally act as Receiver of Wreck, I should not be able to give satisfaction to those with whom I have to deal. In this particular case, I considered Mr. Byrne fully competent to take charge of the property on my behalf, and that by transferring my responsibility to him, I was fully meeting the case. In the absence of Mr. Byrne, Mr. Williams would represent him. When the telegram concerning the wreck was received, it was sent to the Inspector General, for him to make what arrangements he thought proper to meet the case. We had no knowledge of what the property was.

Mr. *T. Bouch* stated that at 10 o'clock it was known that the "Elizabeth Buckham" was on shore, and also that she was filled with sugar and rum; that none of the casks came on shore until two o'clock; there was therefore four hours to make arrangements for the protection of the property. He did not understand how the delay in communicating this intelligence to the Collector of Customs had occurred.

The Collector of Customs stated, that it was not known to anyone under his authority; he thought Mr. Bouch should have informed them on the subject.

Mr. *T. Bouch* said he thought it was understood between the Collector and himself, that they were not to find fault with each other. He stated that the Coast Guard and the police were aware of the wreck, and also of the nature of the cargo; he had always been surprised, seeing the great stake the Crown had in the property, that some one was not on the spot to represent the Crown. His idea was that the coast guard would at once have looked after the property.

The Collector of Customs stated that there was no vessel on the bank at 11 o'clock on the 27th, and that if the lighthouse keeper saw any vessel there, it could not have been the "Elizabeth Buckham."

Mr. *Hughes* stated that it was most undoubtedly the duty of the coast guard to report immediately to the Receiver of Wreck on a matter of this great importance.

Captain *Grant* thought it strange that there should be a telegram at the Underwriters' rooms, containing all the information, at 10 o'clock, and that there should not be one at the Custom-house until two o'clock.

Mr. LILLY, Inspector General of the Customs at Liverpool; Examined by Captain *Grant*.

I HAVE the sole control of the out-door officers here. If I had been aware of rum being on shore in this case, I should at once have taken steps to protect it. It would not be necessary for me to go to the Collector of Customs for instructions in case of any message being brought to me. I should take steps on my own responsibility. Mr. Byrne has always been willing to give us every information, and we have always been very glad of his assistance; we have always worked harmoniously together.

Mr. *Hughes* said:—Our inquiry is now concluded. We have elicited much information which will be of great service, not only so far as this immediate locality is concerned, but also as relating to other places where it may be desirable to establish better means of communication between the coast guard, the constabulary, and the Receiver of Wreck. It is our wish to prevent, if possible, any want of co-operation, either in feeling or otherwise, between the Coast Guard and the police. We find from the evidence, that the police have rendered very valuable assistance on the occasion in question, and we are certainly of opinion that such services ought to be fairly and liberally remunerated. We are of opinion that, had it not been for their assistance, much more of the property would have been lost, and it does not appear that they have even received thanks for their services.

The Collector of Customs stated that if any claim had been made upon the underwriters, they would have treated it in a liberal spirit.

Mr. *T. Bouch* admired the liberal tone of the Commissioners, but he was afraid that if it were generally known that the services of the constabulary on these occasions would be liberally paid for, it would act as an inducement to them to neglect their ordinary duties.

The Collector of Customs stated that the Irish constabulary were always paid for such services, and their claims invariably acknowledged.

Liverpool, 21 March 1867.

Mr. Hughes and Captain Grant saw Mr. Graham H. Hills, Master, R.N., the Marine Surveyor, at his office, and he informed them that he received intelligence about midnight of the 26th, by a steamer coming in, that she had passed a vessel on shore on the bar about 10 p.m., and that they had seen the mainmast go over the side. Mr. Hills immediately lowered No. 2 lifeboat, and proceeded in tow of a tug; but, by the time they got out, at 2 a.m., nothing could be seen of the vessel; the wreck was within half-a-mile of the little Burbo. A copy of his report as Marine Surveyor to the Mersey Board of the disaster is annexed. The following was extracted from the log-book at the Prince's Landing Stage.

"Prince's Landing Stage, 27th November 1866.

"'The masters of the steam tugs 'Warrior' and 'Talbot,' report having passed a quantity of wreck in the Crosby Channel, between 1 and 2 o'clock in the morning of the 27th."

High water on the 27th, 2 h. 55 m.; Mr. Hills was informed by telegraph, at 10 a.m. of the 27th, that the wreck was that of the "Elizabeth Buckham," and would have thought it was then stale news to send to the Custom-house.

Intelligence of disaster is communicated by the lighthouses hoisting a blue flag, and indicating the exact position of the wreck by the number of the square in the chart by Marryatt's

Marryatt's code. The same signals are hoisted at the Rock Fort until the lifeboat passes. The Marine Surveyor also receives information by telegram from Hilbre Island, and other points of the coast daily, of every occurrence. The intelligence thus obtained will be furnished by him from time to time to the Receiver of Wreck.

John Allen (Master of the Prince's Landing Stage) acquainted them that at 10 a.m. of the 27th, he got information that there were cocoa-nuts and rum floating about in the river; and, on communicating with Mr. Zinc, the reporter to the underwriters, he was informed by him that it must belong to the "Elizabeth Buckham," which had left Queenstown two or three days before, and was expected; consequently he telegraphed to the Marine Surveyor that the vessel wrecked the previous night was the "Elizabeth Buckham." About 2 p.m. the same day he saw the casks from the Prince's Landing Stage, and sent out some six or eight tugs to pick them up. The Customs have several officers, and a look-out station at the Prince's Landing Stage, and besides which, as early as 10 a.m., the rumour was general of there being rum and cocoa-nuts in the river. And at 3 p.m. two hogsheads of rum were picked up off the stage, landed soon after, and taken possession of by the Custom-house officers. He could not state positively, but he was under the impression that it was the one o'clock luggage boat from Wallasey that had difficulty in getting through the rum casks on the Cheshire shore of the river, between New Brighton and Egremont.

Mr. Hughes and Captain Grant subsequently saw Major Greig, chief constable of Liverpool, who informed them that should any emergency arise by which the Receiver might require the aid of the police, he would do his best to assist, though his corps was not sufficiently strong to meet anything but a pressing case. In view of the scenes of the wreck of the "Elizabeth Buckham," he had added to the police instructions a paragraph relating to wrecks, casualties, and salvage, of which the following are extracts:—

"Wrecks, Casualties, and Salvage.

"The Collector of Customs for the port of Liverpool has been appointed Receiver of the droits of Admiralty; all communications relative to wreck, casualties, and salvage, occurring within the limits of the port, must at once be forwarded to him."

Instructions are also given on the following headings:—Wrecking; jurisdiction; unauthorised persons may be repelled from vessels in distress by force; salvage as to life or property to be paid by owners; payment of salvage, as to life, to have priority of all other claims; and duties and powers of Receivers posted in dock police station.

The inquiry then terminated.

THE "ELIZABETH BUCKHAM."

COPY of CORRESPONDENCE between the
of Trade and any Public Department or
and of REPORTS made to the Board of
respecting the WRECK of the "ELI
BUCKHAM" and Pillage of her Cargo.

(*Mr. Thomas Baring.*)

Ordered, by The House of Commons, *to be Print*
30 *April* 1867.

[*Price* 1*s.* 10*d.*]

243.

Under

RETURN to an Order of the Honourable The House of Commons, dated 15 February 1867;—*for*,

RETURNS "showing the Number of FOREIGN SEAMEN employed in BRITISH SHIPS, registered in the UNITED KINGDOM, for the Years 1858 to 1866 inclusive, distinguishing each Year:"

"And, of the Number of APPRENTICES Bound and Registered in BRITISH SHIPS, from 1858 to 1866 inclusive, distinguishing each Year, and showing the number of Years they are each respectively bound."

RETURN showing the Number of FOREIGN SEAMEN employed in BRITISH SHIPS, Registered in the UNITED KINGDOM, for the Years 1858 to 1866 inclusive, distinguishing each Year.

YEARS.	Number of Foreign Seamen employed.	YEARS.	Number of Foreign Seamen employed.
1858	11 4 5	1863	18,933
1859	12,296	1864	21,923
1860	14,280	1865	20,280
1861	Not completed.	1866	Not made.
1862	16,096		

The above return is believed to be the best approximation that can be arrived at of the numbers of foreign seamen serving in British ships.

It has been compiled partly from such lists of the crews of ships belonging to the United Kingdom and Channel Islands, as, at the end of the voyage, have been deposited at the General Register and Record Office of Seamen, and partly from the articles of agreement of such ships as ave been absent for a period not exceeding four years, without any account of their loss, sale, or on-employment having been received at the office.

15 March 1867.

Jno. J. Mayo,
Registrar General of Seamen.

RETURN showing the Number of APPRENTICES Bound and Registered in BRITISH SHIPS from 1858 to 1866, inclusive, distinguishing each Year, and showing the Number of Years they are respectively Bound.

YEARS.	Number of Years for which Bound.										TOTAL.
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	
1858	4	112	959	2,749	1,205	282	213	48	5	1	5,578
1859	9	118	920	2,790	1,357	337	204	28	9	1	5,773
1860	15	128	969	2,734	1,230	310	201	21	7	1	5,616
1861	24	103	1,229	2,766	1,149	308	196	47	12	2	5,836
1862	30	122	1,072	2,971	1,161	266	220	30	8	–	5,880
1863	25	117	960	2,894	1,204	238	163	28	7	–	5,636
1864	27	150	931	2,730	1,227	219	191	36	8	1	5,520
1865	25	135	1,044	2,783	1,192	235	186	29	5	4	5,638
1866	27	149	939	2,651	1,160	289	199	31	6	–	5,451

General Register and Record Office of Seamen,
6, Adelaide Place, London Bridge,
21 February 1867.

Jno. J. Mayo,
Registrar General of Seamen.

FOREIGN SEAMEN AND APPRENTICES.

RETURNS showing the Number of Foreign Seamen employed in British Ships, Registered in the United Kingdom, for the Years 1858 to 1866 inclusive, distinguishing each Year; and, of the Number of Apprentices Bound and Registered in British Ships from 1858 to 1866 inclusive, &c.

(*Mr. Lush.*)

Ordered, by The House of Commons, *to be Printed*,
19 *March* 1867.

RETURN to an Order of the Honourable The House of Commons, dated 14 May 1867;—*for*,

COPY "of PAPERS showing the Arrangements recently made by the Port of Dublin Corporation, the Elder Brethren of the Trinity House, and the Board of Trade, for LIGHTING and BUOYING the EAST COAST of *Ireland* between *Dublin Bay* and *Carnsore Point*."

Board of Trade, 24 May 1867.

T. H. FARRER.

Mr. Stephen Cave.)

Ordered, by The House of Commons, *to be Printed*, 17 *May* 1867.

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COPY of PAPERS showing the Arrangements recently made by the Port of Dublin Corporation, the Elder Brethren of the Trinity House, and the Board of Trade, for LIGHTING and BUOYING the EAST COAST of *Ireland* between *Dublin Bay* and *Carnsore Point*.

— No. 1. —

Trinity House to Board of Trade.

Trinity House, London, E. C.,
30 October 1866.

Sir,

I AM requested by the Deputy Master to transmit to you the enclosed Report of the proceedings of the committee which recently met at Liverpool, in conformity with the suggestion contained in your letter of the 15th ultimo, together with the statement and charts to which the Report adverts.

I have, &c.
(signed) *Robin Allen.*

The Secretary,
Marine Department, Board of Trade.

P.S.—I am to request that the charts may, at your convenience, be returned.

Enclosure, in No. 1.

London, 11 October 1866.

Sir,

WITH reference to your letters of the 15th ultimo, addressed to the Trinity House, London, and to the Port of Dublin Corporation, enclosing copies of memorials from the shipowners, underwriters, and mercantile marine associations of Liverpool, complaining of the insufficiency of the lighting and marking of that part of the east coast of Ireland, extending from the Kish Bank to the Tuskar Rock, and the consequent great loss of life and property; and intimating it was the opinion of the Lords of the Committee of Privy Council for Trade that it would be very desirable a conference should take place between deputations from those bodies, and from the Elder Brethren of the Trinity House, the Port of Dublin Corporation, and the professional adviser of the Board of Trade, with a view of arriving at some definite and satisfactory conclusions as to the best means of mitigating the evils complained of,—

We have the honour to report that in pursuance of the wish expressed by their Lordships, the undersigned, being nominated by their respective Boards, proceeded to Liverpool on the 23rd ultimo, and on the following day, by arrangement with Mr. S. R. Graves, M. P., held an inquiry at the Dock Office, on the points to which their Lordships refer. Deputations from the bodies memorialising having attended, with other gentlemen interested in the trade of the port, the committee were introduced to them by Mr. Graves; and, the Deputy Master of the Trinity House being placed in the chair, the discussion was opened by Mr. Jacob, the chairman of the Shipowners' Association, and was followed up by Mr. Boyd, the chairman of the Underwriters' Association, who dwelt at some length upon the heavy losses experienced in Liverpool by the wrecks that had taken place on the Irish banks. They both stated in general terms that more lights were wanted on the banks, better fog signals, and more conspicuous buoys, but referred the committee to the plans suggested by the Mercantile Marine Association as giving a general outline of their views, which they desired might be considered and acted upon, so far as the experience of the lighthouse authorities deemed them suitable. These gentlemen then called upon Captain Ward, the chairman of the Mercantile Marine Service Association, who produced the statements and charts which are annexed (and marked respectively A., No. 1 and No. 2),* and, having stated the views of the association very clearly, he was supported in them by Captain Paton Price, and other nautical gentlemen belonging to Liverpool, who, however, fully admitted that they had only considered thequestion as affecting the Liverpool trade. Some few remarks were made by different members of the committee, elucidating their views, or rather seeking for facts as they proceeded; and some especially pertinent remarks

* The charts are not included in this return.

remarks were made as to the paramount importance of the use of the lead, and as to the personal knowledge by the gentlemen present of what they asserted as to fog signals, &c., the result being that they were unable to verify the particulars they stated as to the distance the sound was heard, or of the state of the atmosphere at those times.

Having heard all the different gentlemen had to bring forward (and it is due to them to say that nothing could have been better than the tone and temper of the meeting, and the way they discussed their subject), the committee addressed them, and while thanking them for their views, pointed out that the lighthouse authorities had other considerations which must weigh with them, in addition to the interests of Liverpool, viz., those of the coasting trades, and of other large sea-ports approached by the Irish Sea, and that it was their duty not to consult especial interests only, but to harmonise and form such a system as would meet the requirements of all, a view in which the lighthouse authorities had always acted. Having touched upon several points on which it was clear the gentlemen present had not any sufficient knowledge, such as the altitude at which it is possible to show floating lights, the unreliability of sound, especially against wind, the power of the present lights, compass errors, size of the buoys and other incidental topics, the committee concluded their remarks by pointing out that all these losses occurred invariably in one way, viz., in leaving Liverpool, and urged upon the gentlemen present that something should be done on the part of shipowners and masters to remedy the evils of the present system of sending vessels to sea out of the port.

At a meeting held by the Committee on the following day, the subject was carefully discussed, with the view of the representatives of the three Boards arriving at some general principle on which they should be prepared to advise their Boards, the details of which should afterwards be carried out by the different authorities in the usual statutory manner, and, having taken every view of the case, with the charts and statements before them, they are of opinion that two additional light-ships should be placed on the Irish banks, the Arklow light-ship brought out to the S. E., and a modification made in the position of the present lights, which would leave them in such positions as would effectually guard the banks and be of the greatest general utility, as approximately indicated in the chart annexed (and marked No. 3),* the character of these lights to be afterwards decided upon; it being clear that, with the vessels so numerous and close together, this was a subject of difficulty.

It was further agreed that the two lighthouse authorities should experiment further upon fog signals, with the view of finding such efficient varieties as would enable distinctive sounds to be given from each vessel, all concurring that no cumbrous system could be applied to light-ships, and carrying out the views expressed by the members of the committee on the previous day, that the object of fog signals was not to hold them out as reliable guides, but rather as possible indications of danger.

The question of revision of the buoyage of the banks was agreed to be referred to the Port of Dublin Corporation, whose members are of opinion that changes may be effected with advantage.

With respect to the wish expressed in the memorial of the Mercantile Marine Association, that telegraphic communication should be made with Tuskar, it does not come within the scope of this inquiry; but the committee would express an opinion that, if required by the trade, it might be advantageously granted, provided the working could be arranged so as not to interfere with the duties of the lighthouse, and that the expense was defrayed by those using it, in the shape of a toll, or otherwise.

Another subject brought forward is also out of the scope of this inquiry, which was confined to the Irish banks, viz., that of a light vessel in Carnarvon Bay; but the committee, looking to the numerous losses that have occurred there, think it is a subject worthy of consideration by the proper authority.

(signed) *Fred. Arrow*, Deputy Master.
J. Dombrain.
Thomas Bewlay.
Geo. Augustus Bedford.
H. Shuttleworth.
George Bayly.

The Secretary,
Marine Department, Board of Trade.

A.—No. 1.

THE Committee appointed by the Mercantile Marine Service Association to consider the subject of the Lighting of the St. George's Channel are unanimously of opinion,—

Light-ships.

That there should be four lightships moored in a line due N. E. from Tuskar; the first of such ships to be 10 miles therefrom, the second to be 20 miles therefrom, the third 31 miles therefrom, and the fourth 42 miles therefrom.

That such new lightships should be in substitution of those at present existing, and should be larger vessels with improved lights, each vessel to be distinctly rigged and painted, and to carry a steam fog-signal of the best possible description; the present north-west

* Not included in this return.

north-west lightship being, in the opinion of the committee, a class of vessel well suited for the purpose. And each vessel to have masts (with the usual ball), in accordance with her number, and to be numbered as follows: The first of such vessels (being 10 miles from Tuskar) to be "No. 1," the second "No. 2," the third "No. 3," and the fourth "No. 4," such numbers to be painted on each side of the respective vessels in the most distinct manner possible. Vessel No. 1 to have one powerful light, vessel No. 2 to have two such lights, vessel No. 3 three such lights, vessel No. 4 to have one powerful flash light.

The steam whistle to be worked in strong blasts, in accordance with the numbers of the vessels; viz., "No. 1" one blast, "No. 2" two blasts, "No. 3" three blasts, and "No. 4" four blasts.

The High Wicklow Head Light, which has been discontinued, to be brought into use again. Wicklow light.

Bell buoys to be placed on the South Rock, off Tuskar, and at each end of the Arklow and Blackwater Banks, and in such other places as may be thought necessary for the guidance of coasters and sea-going vessels trading or by accident getting within the proposed line of lightships. Bell buoys.

The Codling Light to bear N.E. by N. from "No. 4" lightship, and to be 15 miles distance from her. To have a fixed red light and fog signal. Codling light.

The High Light on the Calf of Man, now so often enveloped in fogs and so rendered useless, to be removed to the Chicken Rock, which is one mile and a half out, and is a rock of considerable size and of great danger. Calf of Man.

A telegraph line to connect Tuskar with the mainland, and if possible with the four proposed lightships. Telegraph.

The Cardigan Bay Light to be removed about seven miles out to sea, in a line between Bishop's Rock and Bardsey, and its brilliancy to be increased. Cardigan Bay.

New lightship to be placed in Carnarvon Bay, in line with Bardsey and Holyhead, with two lights. Carnarvon Bay.

A time-ball to be placed on Tuskar. Time-ball.

The present description of buoys at present used are defective, therefore larger buoys are required. Defective buoys.

Signals should be placed on Tuskar, Smalls, H. Head, Skerries and Chicken's Rock, and other prominent points. Steam fog-signals.

(signed) *Hy. Jno. Ward*, President of M. M. S. Association, late of the "Mysore."
Richd. Green, Vice Chairman, late of ship "Swordfish."
Danl. Green, late Commander, s. s. "Bahiana."
Joseph E. Dutton, R. N. R., s. s. "Hibernian."
Jas. R. Rea, last sailing vessel "Flying Venus," now agent for Bahia Steam Navigation Company.
Jas. Price, Lieut. R. N. R., s. s. "Adalia."
Walter Paton, late Commander of "Great Eastern," Superintendent of West India and Pacific Steam Navigation Company.
G. P. Lock, late Commander of "Forward," s. s.
Martin D. Hammill, late Commander of steamer "Limeria."
D. H. Johnston, R. N. R., late ship "Lightning."
Robt. Leitch, s. s. "City of New York."
Jas L. Cromar, last ship "Carthagena."
J. M. Cawkitt, Underwriters' Surveyor for Port of Liverpool, and Agent for Salvage Association.
Robt. Inglis, Cunard Service.

— No. 2. —

Board of Trade to Trinity House.

Board of Trade, Whitehall,
13 November 1866.

Sir,

With reference to the conference recently held at Liverpool to inquire into the complaints made as to the alleged insufficiency of the lighting and marking of that part of the East Coast of Ireland which extends from the Kish Bank to the Tuskar Rock, I am directed by the Board of Trade to request that you will convey their thanks to the Elder Brethren for the trouble they have taken in the matter.

 I am

I am directed at the same time to state that the Board of Trade will be ready to receive and consider favourably any plan which the Elder Brethren may propose for giving effect to these recommendations.

I enclose a copy of a letter which the Board of Trade have written to the Shipowners, Underwriters, and Mercantile Marine Associations at Liverpool.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Trinity House, London.

— No. 3. —

Board of Trade to the Port of Dublin Corporation.

Board of Trade, Whitehall,
13 November 1866.

Sir,

With reference to the conference recently held at Liverpool to inquire into the complaints made as to the alleged insufficiency of the lighting and marking of that part of the East Coast of Ireland which extends from the Kish Bank to the Tuskar Rock, I am directed by the Board of Trade to request that you will convey their thanks to the Port of Dublin Corporation for the trouble they have taken in the matter.

I am directed at the same time to state that the Board of Trade will be ready to receive and consider favourably any plan which the Port of Dublin Corporation may propose for giving effect to these recommendations.

I enclose a copy of a letter which the Board of Trade have written to the Shipowners, Underwriters, and Mercantile Marine Associations at Liverpool.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Port of Dublin Corporation, Dublin.

— No. 4. —

Board of Trade to *S. R. Graves*, Esq., M.P.

Board of Trade, Whitehall,
13 November 1866.

Sir,

I am directed by the Board of Trade to transmit the accompanying letter, which they have addressed separately to the Shipowners, the Underwriters, and the Mercantile Marine Associations of Liverpool respectively, on the subject of the report to this Board of the proceedings of the committee which recently met at Liverpool for the purpose of taking into consideration the representations made by these bodies, and by other persons interested in the question, as to the alleged insufficiency of the lighting and marking of that part of the East Coast of Ireland which extends from the Kish Bank to the Tuskar Rock; and the Board of Trade request that you will have the goodness, after perusal, to deliver these letters to the respective Associations.

I am, &c.
(signed) *T. H. Farrer.*

S. R. Graves, Esq., M.P.,
The Grange, Wavertree, Liverpool.

Enclosure in No. 4.

COPY of LETTER addressed to the Shipowners' Association, Liverpool.

Board of Trade, Whitehall,
13 November 1866.

Sir,

I AM directed by the Board of Trade to transmit to you, to be laid before the Shipowners' Association, the accompanying copy of the report to this Board of the proceedings of the committee which, at their request, recently met at Liverpool, for the purpose of taking into consideration the representations made by the Shipowners' Association, as to the alleged insufficiency of the lighting and marking of that part of the East Coast of Ireland which extends from the Kish Bank to the Tuskar Rock.

The Board of Trade have expressed their willingness to receive and consider any plan which the Elder Brethren of the Trinity House and the Port of Dublin Corporation may propose for giving effect to the recommendations of the committee, and the two Boards are now engaged in maturing a plan for the purpose.

But, whilst thus ready to support these Boards in doing all that can be done to warn vessels of the dangers of the coast, the Board of Trade feel that they would be neglecting their duty were they not to express in strong terms their opinion, an opinion confirmed by the recent investigations and by the report of the committee in question, to the effect that no lighthouses and no signals will prevent the terrible disasters which have been so frequent on the Irish coast, so long as the masters neglect the use of the lead, and so long as outward-bound ships leave Liverpool with their crews in a state of drunkenness and inefficiency.

If it were duly impressed on masters and owners that the lead should invariably be used when the ship is standing towards a dangerous coast, and there is the least uncertainty as to her position, and measures could be adopted by those interested to see that outward-bound ships and their crews are in a proper condition to proceed to sea, the wrecks on the Irish coast would undoubtedly be much more rare than they now unfortunately are.

These, however, are matters on which the Board of Trade can do nothing, and with which shipowners, shipmasters, and insurers must themselves deal.

I am, &c.
(signed) *T. H. Farrer.*

Note.—A similar letter was addressed by Mr. Farrer to the Underwriters' Association, and the Mercantile Marine Association at Liverpool.

— No. 5. —

Trinity House to Board of Trade.

Sir,

Trinity House, London, 28 December 1866.

I AM directed to transmit to you the accompanying correspondence relative to proposals of the Port of Dublin Corporation, for the improvement of the marking of the East Coast of Ireland from the Kish Bank to the Tuskar, and to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that the Elder Brethren have notified to that Corporation their statutory sanction of the proposals.

In original to be returned.

I have, &c.
(signed) *P. H. Berthon.*

The Secretary,
Marine Department, Board of Trade.

Enclosures in No. 5.

Sir,

Ballast Office, Dublin, 26 November 1866.

THE Elder Brethren of the Trinity House are aware that the Port of Dublin Corporation have, for a long period passed, been engaged in considering what measures could be devised for the better marking that part of the East Coast of Ireland which extends from the Kish to Tuskar Rock, with the view, so far as lighting and buoying can effect, to render less probable the calamitous loss of life and property which has hitherto been of so frequent occurrence on the dangerous banks off that coast.

This Board having most carefully investigated the whole subject, and having also obtained the views of different bodies deeply interested in the matter, and well qualified to afford valuable information and advice, is now prepared to lay before the Elder Brethren the definite conclusions to which it has arrived, with the view of obtaining their statutory sanction of those measures, before placing the whole subject before the Board of Trade for its approbation.

In referring the Elder Brethren to the schedule hereto annexed, which gives in detail all the proposed changes as respects lights and buoys, it may be sufficient here to observe that the main features are as follows :—

First, To remove the lightship, which is now placed in the swatchway off Wicklow Head.

To place a floating light off the south end of the Codling Bank.

To place a lightship off the north-east end of the Arklow Bank, and place another floating light off the Lucifer Shoals, about midway between the Blackwater lightship and Tuskar.

This arrangement if carried out, will place six floating lights between Houth Baily and Tuskar Rock Light, a distance of 70 miles; and this Board trusts it will be amply sufficient to mark the line of banks between those two stations by means of lights.

Secondly, To increase the number and improve the character of the buoys which mark the outer edges of the banks, and to distinguish them in such a manner so that if a vessel make any one of them, the master may have little, if any difficulty in ascertaining his precise position.

It will be seen by the schedule, that it is proposed to indicate the respective banks by the colour of the buoys.

It is suggested that the buoys to mark the range of banks extending from the Kish to the Codling, be coloured black; that all marking the Arklow Bank be red; that those indicating the Blackwater Bank be black; and those marking the Long Bank be coloured red.

It is also proposed that the buoys marking the north and south ends of each of those ranges of banks, be of such a character as to distinctly identify such ends, and that the intermediate ones should also possess a distinctive character.

Representations have been made to this Board, urging it to place a series of fog signals along this line of banks that, by means of sound, vessels might be made aware of their position.

In the present state of acoustic science, this Board is not prepared to make any recommendation on the matter, inasmuch as it fears that the uncertainty of such signals being heard is so great, they might be the means of leading into danger, rather than warn against it.

It has also been represented to this Board that the shipping and commercial interests of the kingdom would be greatly benefited, if a telegraphic station were placed on Tuskar Rock, communicating with the lines on land.

In this opinion this Board fully concurs, and is prepared to recommend its adoption, provided it be managed by the servants of the Board, and that the expense be borne by the associations or parties interested.

If the measures herein indicated be approved, this Board recommends that, in order to give the earliest information to all interested, a preliminary notice of the proposed changes be promptly published, intimating they may probably be carried into full effect early in the autumn of 1867; and the Board further recommend that immediate steps be taken to increase the power of the lights in some of the existing lightships, as they do not possess some recent valuable improvements.

The Board cannot conclude this letter, without again declaring its conviction that no measures it can take in bringing to the utmost possible perfection the lighting and marking of this highly dangerous coast, will be effective in preventing the calamitous loss of life and large destruction of property so common on these banks, so long as ships are sent to sea from Liverpool, as they now often are, with crews in a state of complete disorganisation, and so long as masters will persistently ignore the use of the lead, which would easily indicate whether they were going beyond the bounds of safety.

This Board feels strongly that the criminal negligence, so often proved to have existed in many cases of loss, is most insufficiently punished, and would most gladly unite with the Elder Brethren in endeavouring to procure some enactment by which all who have been the cause of loss of life, preventible by prudent precautions and resulting from culpable carelessness, should be made to suffer adequate punishment for their crime.

I am, &c.

P. H. Berthon, Esq., Secretary,
Trinity House, London.

(signed) *W. Lees*, Secretary.

PROPOSED ALTERATIONS and ADDITIONS in the LIGHTS between the *Kish* and *Tuskar*.

Kish Light Vessel.—As at present - -	One bright light revolving every minute.
Codling Bank.—A light vessel to be placed off south end of bank distant from buoy S.S.E. ½ E., 1½ miles - - - - - - - -	Red light revolving quickly.
Wicklow Swash.—Light vessel to be removed.	
Wicklow Head Light - - - - -	To be changed to bright, intermittent.
Arklow Bank (North).—A light vessel to be placed 3 miles S. E. by E. ¼ E. off the buoy that marks the north end of the bank - -	Two bright fixed lights at different altitudes on different masts.
Arklow Bank (South).—The present light vessel to be moved 2 miles S. S. E. ½ E. from its present position - - - - - -	Time of revolution to be changed from half a minute to one minute.
Blackwater Bank (North).—Light vessel to be moored out 1½ miles east of its present position - - - - - - - - -	Light to remain as at present, one fixed white light.
Lucifer Shoals.—A light vessel to be placed 2½ miles E. ¾ S. off north end of the Lucifer Shoals - - - - - - - - -	A fixed red light.

The revolving light vessels will carry a half ball over the present ball, to distinguish them in day time.

PROPOSED ALTERATIONS and ADDITIONS to BUOYS on the East Coast from *Kish Bank* to *Tuskar Rock*.

Kish Bank (North end) - - - -	Changed to first-class conical buoy, "black," with staff and globe.
Kish Bank (Middle) - - - - -	A nine feet can buoy ¾ mile E. S. E. off the middle of bank, "black."
Kish Bank (South end) - - - -	A first class conical buoy, "black."
Codling Bank - - - - - -	To be removed, and a first-class can buoy, striped black and white vertically, to be placed E. S. E. half a mile from middle of Bank.
India Bank - - - - - -	Present buoy to be removed and replaced by first class conical buoy, with black and white belts.
Arklow Bank (North end) - - - -	Colour of present buoy, with staff and globe, to be changed to red.
Arklow Bank (Intermediate) - -	Three buoys to be placed at equal distances between north and south end buoys to be nine feet can buoys, and coloured red.
Arklow Bank (South end) - - -	Present conical buoy to be coloured red.
Blackwater Bank (North end) - -	Buoy to be changed to nine feet conical, to be coloured black, with staff and globe.
Blackwater Bank (Intermediate) -	The two present intermediate conical buoys to be replaced by nine feet can buoys, and coloured black.
Blackwater Bank (South end) - -	Present buoy to be changed to a nine feet conical buoy, and coloured black.
Long Bank (North end) - - - -	A nine feet conical buoy to be coloured red, with staff and globe.
Long Bank (Intermediate) - - - -	A nine feet can buoy to be coloured red, and placed between north and south end of Bank.
Long Bank (South end) - - - -	Present buoy to be changed to a nine feet conical buoy, to be coloured red, without staff and globe.

Sir, Trinity House, London, 7 December 1866.

In reply to your letter of the 26th ultimo, submitting for the statutory sanction of this Corporation the proposals of the Port of Dublin Corporation for the better marking of the East Coast of Ireland, from the Kish to the Tuskar, I am directed to state that the Elder Brethren approve generally of the proposals, as being substantially what has been already agreed upon between the joint committees of the two Boards and of the Board of Trade, subject to their submission for sanction in the manner prescribed by the statute.

Previously, however, to giving their final sanction to these proposals, I am directed by the Elder Brethren to call the attention of the Port of Dublin Corporation to a modification which has been suggested at this Board in that portion of the proposals which relates to the means by which the several light vessels may be distinguished during the day time, and when at some distance from them. This modification is appended at foot, and the Port of Dublin Corporation will observe that it gives at once the means of distinguishing each vessel from the Kish to the Tuskar, and is therefore preferable to the plan proposed, which does not so completely effect that object.

The Elder Brethren also, while concurring with the remarks of the Port of Dublin Corporation as to the non-reliability of fog signals, are of opinion that a distinction may be made between the vessels by a variation of the use of the steam whistle and of the air trumpet, the latter of which, constructed on Mr. Holme's principle and worked by hand, is very effective; for instance, if the southernmost light vessel had the trumpet with one blast each half minute, the second might have the steam whistle with a scream every half minute, the third might have the trumpet with two blasts to the half minute, the fourth the whistle with two screams to the half minute, and the fifth might have the trumpet with three blasts, or a gun; or should any danger of confounding the Kish with the Holyhead be apprehended and be desired to be avoided, the gun might be used on board one of the vessels lower down.

This plan the Elder Brethren would however only suggest for the consideration of the Port of Dublin Corporation, and for modification by them in such manner as they may deem best. It would not militate against the general character of the plan of the Port of Dublin Corporation, and would, in a simple manner, meet the views of the Trade.

With respect to the placing of an electric telegraph at the Tuskar, I am to state that it is a matter on which it is not within the competence of the Elder Brethren to give an opinion, or which requires their statutory sanction; but they think it right to say that, should the recommendation be acted upon, it should not be allowed to interfere with the care of the light; or by constant calls on the light-keepers' time during the day to imperil their watchfulness at night.

With respect to the observations contained in the concluding paragraphs of your letter, I am to state that the Elder Brethren have frequently to express their opinion to the Board of Trade on the subject of the culpable neglect, on the part of masters of vessels, of ordinary precautions now so often exhibited, but at the same time they do not think they can, as a lighthouse authority, take any active steps towards legislation on a matter which is especially within the province of the Board of Trade, although they will most gladly give their moral support, as a body of seamen, to any measures which that Board may consider necessary for putting a stop to this habitual disregard of all necessary precautions.

I am, &c.

W. Lees, Esq., Dublin. (signed) *P. H. Berthon.*

ARRANGEMENT SUBMITTED.

Name of Light.	Distance.	Distinction.
Kish - - - - -	- - -	One globe.
Codling - - - - -	16 miles - -	Half globe under globe.
North Arklow - - -	12 „ - -	Two masts, globe on each, horizontal.
South Arklow - - -	13 „ - -	Half globe over globe.
Blackwater - - - -	11½ „ - -	Two globes, vertical.
Lucifer - - - - -	8¼ „ - -	One globe.

Sir, Ballast Office, Dublin, 21 December 1866.

With reference to your letter of the 7th instant, on subject of the better marking of the East Coast of Ireland, I am directed to forward copy of a Report thereon by the Inspector of Lights, approved by the Board, and to request you will submit the same for the early consideration of the Elder Brethren.

I am, &c.

The Secretary, Trinity House, London. (signed) *W. Lees*, Secretary.

Sir, Ballast Office, Dublin, 12 December 1866

With reference to the letter from the Trinity House of the 7th instan. relative to the better marking of the east coast, from the Kish Bank to Tuskar Rock, in which the Elder Brethren suggest a modification of the plan that has been already proposed for the better distinguishing the several light vessels during the day, as well as a system of fog signals to be used in said light vessels, I would beg to observe first, with regard to the distinguishing marks, perhaps the Elder Brethren are not aware that all the Irish light vessels carry three masts, except the one that marks (at present) the Wicklow Swash, she having only a mainmast, with a jigger-mast abaft, on which a mizen is set in heavy weather; the reason for having three masts in all the others is in consequence of having only one spare light vessel, that in case of accident she would be ready for any station. We are now to have a second spare light vessel, and for the same reason I would suggest that one should be rigged with three masts as hitherto, the other with a mainmast and jigger-mast, and that the several vessels on the coast be rigged either of these ways and placed as follows:

Kish Light Vessel.—As at present, with three masts, mainmast to have the globe.

Codling Bank Light Vessel.—One mast with jigger-mast, and half globe under globe.

Arklow Bank (N.) Light Vessel.—Three masts; one globe on foremast and one globe on mainmast.

Arklow Bank (S.) Light Vessel.—One mainmast and jigger-mast, with half globe over globe.

Blackwater Bank Light Vessel.—Three masts, as at present, but with two globes on the mainmast.

Lucifer Bank Light Vessel.—Mainmast and jigger-mast, with one globe on mainmast. This plan (the Board will perceive) is, as far as the number of globes, the same as that proposed by the Trinity House, but with the exception of having a two-masted vessel at the north end of the Arklow Bank; and my object for not wishing this vessel to be so rigged is that, in case of accident, we should have no spare light vessel similarly rigged to replace her.

With reference to the system of fog signals suggested by the Elder Brethren, to distinguish the several light vessels during fog from each other, it appears very simple, provided that a similar fog whistle to that tried at Kingstown could be placed on board a light vessel, but I doubt the possibility of its adaptation from the size of the boiler, and a smaller one would not keep up a sufficient supply of steam for the purpose required: this needs careful consideration, and I was under the impression that the Elder Brethren intended to make the experiment on board one of their own light vessels before recommending the Board to adopt them.

With respect to the establishment of an electric telegraph station at the Tuskar, I will shortly be prepared to submit a report thereon.

I am, &c.

The Secretary, Port of Dublin Corporation. (signed) *E. F. Roberts*, Inspector of Lights.

Sir, Trinity House, London, 28 December 1866.

The Elder Brethren having had under consideration the proposals of the Port of Dublin Corporation for the improvement of the marking of the East Coast of Ireland, from the Kish Bank to the Tuskar, together with your letter of 21st instant, on the subject of the means to be used for distinguishing the several light vessels during the day time, I am now directed to acquaint you that the proposals generally are concurred in, and that this Corporation's statutory sanction thereof has this day been communicated to the Lords of the Committee of Privy Council for Trade.

I am, &c.

W. Lees, Esq., Dublin. (signed) *P. H. Berthon.*

— No. 6. —

Board of Trade to Trinity House.

Sir, Board of Trade, Whitehall, 16 January 1867.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 28th December last, and in reply to acquaint you, for the information of the Elder Brethren of the Trinity House, that they approve of the proposals of the Port of Dublin Corporation for the improvement of the marking of the East Coast of Ireland, and have informed the Corporation thereof.

The correspondence is returned herewith, as requested.

I am, &c.

The Secretary, Trinity House. (signed) *C. Cecil Trevor.*

— No. 7. —

Board of Trade to the Port of Dublin Corporation.

Sir, Board of Trade, Whitehall, 16 January 1867.

WITH further reference to my letter of the 10th instant, I am directed by the Board of Trade to acquaint you, for the information of the Port of Dublin Corporation, that they have notified to the Elder Brethren of the Trinity House their approval of the proposals of the Corporation (which have been forwarded to this Board by the Elder Brethren of the Trinity House), for the improvement of the marking of the East Coast of Ireland.

I am, &c.

The Secretary, Ballast Office, Dublin. (signed) *C. Cecil Trevor.*

— No. 8. —

Board of Trade to Shipowners' Association, Liverpool.

Sir, Board of Trade, Whitehall, 21 January 1867.

I AM directed by the Board of Trade to transmit to you the enclosed copy of correspondence which they have had with the Elder Brethren of the Trinity House and the Port of Dublin Corporation, respecting the arrangements for the better marking of the East Coast of Ireland, and to express, in the strongest manner, the entire concurrence of the Board of Trade in the opinions of the Elder Brethren and the Corporation on the subject of the culpable neglect of ordinary precautions so often exhibited by masters of vessels.

I am, &c.

The Secretary, Shipowners' Association, Liverpool. (signed) *C. Cecil Trevor.*

— No. 9. —

Port of Dublin Corporation to Board of Trade.

Sir, Ballast Office, Dublin, 22 April 1867.

I BEG to enclose you, for the information of the Board of Trade, copies of notices to mariners, intimating the alterations in the buoyage of the East Coast of Ireland, between the "Kish" and "Tuskar" lights.

I am, &c.

The Assistant Secretary, Harbour Department, Board of Trade. (signed) *W. Lees,* Secretary.

Enclosure in No. 9

NOTICE TO MARINERS.

BUOYAGE, EAST COAST OF IRELAND.

Ballast Office, Dublin, 8 April 1867.

NOTICE is hereby given, that, on or about the 15th day of August next, the following alterations in the Buoyage of the Sand Banks along the East Coast of Ireland, between the Kish and Tuskar Lights, will be made, viz. :—

Kish Bank.—The North Kish Buoy will be changed from a can to a conical buoy, coloured black, surmounted by a staff and globe, and lettered "Kish Bank, No. 1."

An additional (can) buoy, coloured black, and lettered "Kish Bank, No. 2," will be placed midway between the north and south buoys of that bank.

The South Kish Buoy will be changed from a can to a conical buoy, coloured black, and lettered "Kish Bank, No. 3."

Codling Bank.—The Codling Bank Buoy will be moved about two miles N. by W. ½ W. of its present position, and changed to a can buoy, coloured black and white, in vertical stripes, instead of a black conical buoy, surmounted by a staff and globe, as at present.

India Bank.—The India Bank Buoy will be changed to a conical buoy, coloured black and white, in horizontal bands, instead of a black can buoy, as at present.

Arklow Bank.—The North Arklow Buoy will be coloured red, and surmounted by a staff and globe, instead of black and white stripes, with staff and globe, as at present, and lettered "Arklow Bank, No. 1."

Three can buoys coloured red, will be placed at equal distances from each other, between the north and south buoys of that bank, and marked respectively, "Arklow Bank, No. 2," "Arklow Bank, No. 3," and "Arklow Bank, No. 4," instead of the two can buoys striped black and white, as at present.

The South Arklow Buoy will be a conical buoy, coloured red, instead of black and white stripes as at present, and lettered "Arklow Bank, No. 5."

Blackwater Bank.—The North Blackwater Buoy will be changed to a black conical buoy, surmounted by a staff and globe, instead of a black can buoy, as at present, and lettered "Blackwater, No. 1."

The two intermediate buoys will be changed to can buoys, coloured black, and marked respectively, "Blackwater, No. 2," and "Blackwater, No. 3," instead of conical buoys coloured black, as at present.

The South Blackwater Bank Buoy will be changed to a conical buoy, coloured black, instead of a can buoy, as at present, of the same colour, and lettered "Blackwater, No. 4."

Long Bank.—The North Long Bank Buoy will be conical, with staff and globe, and coloured red, instead of a black conical buoy, as at present, and lettered "Long Bank, No. 1."

An additional red (can) buoy will be placed equidistant from the north and south buoys, and lettered "Long Bank, No. 2."

The South Long Bank Buoy will be changed to a red conical buoy, without staff an globe, instead of the black conical buoy surmounted with staff and globe, as at present, and lettered "Long Bank, No. 3."

By Order,
Wm. Lees, Secretary.

— No. 10. —

Port of Dublin Corporation to Board of Trade.

Sir, Ballast Office, Dublin, 4 May 1867.

I AM directed to forward herewith, for the information of their Lordships, the enclosed copies of notices to mariners, relative to proposed changes of lights and additional lights and buoys, for the better marking of the East Coast of Ireland.

I am, &c.
(signed) *W. Lees*,
Secretary.

The Assistant Secretary, Harbour Department, Board of Trade.

Enclosure in No. 10.

Notice to Mariners.

Change of Lights and Additional Lights,

East Coast of Ireland.

Ballast Office, Dublin, 1 May 1867.

Notice is hereby given that the following changes in the character and position of several of the lights between the Kish Bank Light Vessel and Tuskar Light, as well as additional lights, will take place on or about the 10th day of October next, viz.:—

Codling Bank.—A light vessel will be placed about 3½ miles S.E. by E., from the south end of the Codling Bank, from which will be exhibited a red quick revolving light, showing its greatest brilliancy every 20 seconds; this vessel will have three masts and carry a globe, with half globe underneath at her mainmast head. Her hull will be painted black, with a white stripe, and the words "Codling Bank" in white letters on her sides.

Wicklow Swash Light Vessel will be removed altogether.

Wicklow Head Light.—This light will be changed from a fixed bright light as at present to an intermittent bright light, showing alternately, 10 seconds bright, and three seconds dark.

Arklow Bank (*North*).—A light vessel will be placed about 3¼ miles S.E. by E. ½ E., from the north end of Arklow Bank, from which two fixed bright lights will be exhibited; one on the mainmast, at a height of 38 feet above the level of the sea, and the other on the foremast, 22 feet above the sea level; she will have three masts, with a globe on the foremast, and a globe on the mainmast-head. Her hull will be painted black, with a white stripe, and the words "Arklow Bank, North" in white letters on her sides.

Arklow Bank (*South*).—The light vessel which now marks the south end of this bank, will be shifted about two miles S.S.E. ¼ E. from her present position, and her light will be changed to a bright revolving light every minute, instead of every half minute, as at present; she will have three masts, and carry a half globe over a globe at her mainmast-head. Her hull will be painted black, with a white stripe, and the words "Arklow Bank, South" in white letters on her sides.

Blackwater Bank.—The light vessel which at present marks the north end of the Blackwater Bank will be moved about 1½ miles east of her present position; the character of her light will remain as hitherto, viz.:—Fixed bright; she will have three masts, and carry two globes at her mainmast-head, instead of one as heretofore. Her hull will be painted black, with a white stripe, and the words "Blackwater Bank" in white letters on her sides.

Notice is also given that, on or about the 1st May 1868, a light vessel will be placed near the Lucifer Shoals, on the coast of Wexford, and will show a fixed red light; her position will be about midway between Tuskar Rock Lighthouse and the Blackwater Bank light vessel; she will carry three masts, with a globe at the mainmast head. Her hull will be painted similar to the other light vessels, but with the words "Lucifer Shoals" in white letters on her sides.

Further notice will be given when the foregoing alterations and additions have been effected.

By Order,
Wm. Lees, Secretary.

COPY of PAPERS showing the Arrangements recently made by the Port of Dublin Corporation, the Elder Brethren of the Trinity House, and the Board of Trade, for LIGHTING and BUOYING the EAST COAST of *Ireland* between *Dublin Bay* and *Carnsore Point*.

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed.*
17 *May* 1867.

303.

Under 2 oz.

QUALIFICATIONS

FOR

CERTIFICATES OF COMPETENCY OF MASTERS AND MATES IN THE MERCHANT SERVICE,

THE INSTITUTION OF THE COMPULSORY EXAMINATIONS IN 1850,

AND

AT THE PRESENT TIME, RESPECTIVELY;

AND

COPIES OF THE EXAMINATION PAPERS IN USE.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1865.

1867.

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UALIFICATIONS for CERTIFICATES of COMPETENCY of MASTERS and MATES in the MERCHANT SERVICE, at the Institution of the Compulsory Examinations in 1850, and at the present time, respectively.

In 1850.	At the present time.
General.	
Testimonials of character, sobriety, and trustworthiness will be required of all applicants, and without which no person will be examined.	Testimonials of character, and of sobriety, experience, ability, and good conduct on board ship will be required of all applicants, and without producing them no person will be examined. In every case the Examination, whether for Only Mate, First Mate, or Master, is to commence with the problems for Second Mate.
Second Mate.	
A Second Mate must be 17 years of age, and must ave been four years at sea. In Navigation.—He must write a legible hand, and nderstand the five first rules of arithmetic. He must e able to correct the courses steered for variation nd lee-way, and find the difference of latitude and eparture thereform; be able to correct the sun's eclination for longitude, and find his latitude by eridian altitude of the sun; and work such other asy problems of a like nature, as may be put to him. fe must understand the use of the quadrant, and be ble to observe with it, and read off the arc. In Seamanship.—He must give satisfactory answers s to the rigging and unrigging of ships, stowing of olds, &c.; must understand the measurement of the g-line, glass, and lead-line; be conversant with the le of the road, as regards both steamers and sailing-essels, and the lights carried by them.	A Second Mate must be 17 years, and must have been four years at sea. In Navigation.—He must write a legible hand, and understand the first five rules of arithmetic, and the use of logarithms. He must be able to work a day's work complete, including the bearings and distance of the port he is bound to, by Mercator's method; to correct the sun's declination for longitude, and find his latitude by meridian altitude of the sun; and to work such other easy problems of a like nature as may be put to him. He must understand the use of the sextant, and be able to observe with it, and read off the arc. In Seamanship.—He must give satisfactory answers as to the rigging and unrigging of ships, stowing of holds, &c.; must understand the measurement of the log-line, glass, and lead-line; be conversant with the rule of the road, as regards both steamers and sailing-vessels, and the lights and fog signals carried by them, and will also be examined as to his acquaintance with "the Commercial Code of Signals for the use of all Nations."
Only Mate.	
An Only Mate must be 18 years of age, and have een four years at sea. In Navigation.—In addition to the qualification equired for a Second Mate, an only Mate must be ble to find the place of his vessel at sea by the bserved altitude of the sun, comprising the latitude y meridian altitude. He must work a day's work omplete, including the bearings and distance of the ort he is bound to. He must be able to observe nd calculate the amplitude of the sun, and deduce he variation of the compass therefrom. He must now how to lay off the place of the ship on the hart, both by bearings of known objects, and by atitude and longitude. He must be able to use a extant and determine its error, and adjust it. In Seamanship.—In addition to what is required y a Second Mate, he must know how to moor and nmoor, and to keep a clear anchor; to carry out an nchor; to stow a hold, and make the requisite enries in the ship's log.	An Only Mate must be 19 years of age, and have been five years at sea. In Navigation.—In addition to the qualification required for a Second Mate, an Only Mate must be able to observe and calculate the amplitude of the sun, and deduce the variation of the compass therefrom, and be able to find the longitude by chronometer by the usual methods. He must know how to lay off the place of the ship on the chart, both by bearings of known objects, and by latitute and longitude. He must be able to determine the error of a sextant, and to adjust it, also to find the time of high water from the known time at full and change. In Seamanship.—In addition to what is required for a Second Mate, he must know how to moor and unmoor, and to keep a clear anchor; to carry out an anchor; to stow a hold; and to make the requisite entries in the ship's log. He will also be questioned as to his knowledge of the use and management of the mortar and rocket lines in the case of the stranding of a vessel, as explained in the official log-book.

In 1850.	At the present time.

First Mate.

A First Mate must be 19 years of age, and have served five years at sea, of which one year must have been as either Second or Only Mate, or as both.*

In Navigation.—He must be able to calculate the time of high water, from the time known at full and change; to observe azimuths and compute the variation; to compare chronometers and keep their rates, and find the longitude by them from an observation by the sun; to work the latitude by single altitude of the sun off the meridian; and be able to use and adjust the sextant by the sun.

In Seamanship.—In addition to the qualification required for an Only Mate, a more extensive knowledge of seamanship will be required, as to shifting large spars and sails, managing a ship in stormy weather, taking in and making sail, shifting yards and masts, &c., and getting cargo in and out; and especially heavy spars and weights, anchors, &c.; casting ship on a lee shore; and to secure the masts in the event of accident to the bowsprit.

A First Mate must be 19 years of age, and have served five years at sea, of which one year must have been as either Second or Only Mate, or as both.*

In Navigation.—In addition to the qualification required for an Only Mate, he must be able to observe azimuths and compute the variation; to compare chronometers and keep their rates, and find the longitude by them from an observation of the sun; to work the latitude by single altitude of the sun off the meridian; and be able to use and adjust the sextant by the sun.

In Seamanship.—In addition to the qualification required for an Only Mate, a more extensive knowledge of seamanship will be required, as to shifting large spars and sails, managing a ship in stormy weather, taking in and making sail, shifting yards and masts, &c., and getting heavy weights, anchors, &c., in and out; casting a ship on a lee shore; and securing the masts in the event of accident to the bowsprit.

Master.

A Master must be 21 years of age, and have been six years at sea, of which one year must have been as First or Only Mate, and one year as Second Mate; or two years as First and Only Mate.*

In addition to the qualification for a First Mate, he will be inquired of as to the nature of the attraction of the ship's iron upon the compass, and as to the method of determining it. He must possess a sufficient knowledge of what he is required to do by law; as to entry, and discharge and the management of his crew; as to penalties of entries to be made in the official log. He will be questioned as to his knowledge of invoices, charter-party, Lloyd's agent, and as to the nature of bottomry.

He must be acquainted with the leading lights of the channel he has been accustomed to navigate, or which he is going to use.

A Master must be 21 years of age, and have been six years at sea, of which at least one year must have been as First or Only Mate, and one year as Second Mate.

In addition to the qualification for a First Mate, he must be able to find the latitude by a star, &c. He will be asked questions as to the nature of the attraction of the ship's iron upon the compass, and as to the method of determining it. He will be examined in so much of the laws of the tides as is necessary to enable him to shape a course, and to compare his soundings with the depths marked on the charts. He will be examined as to his competency to construct jury rudders and rafts; and as to his resources for the preservation of the ship's crew in the event of wreck. He must possess a sufficient knowledge of what he is required to do by law, as to entry and discharge, and the management of his crew, and as to penalties and entries to be made in the official log; and a knowledge of the measures for preventing and checking the outbreak of scurvy on board ship. He will be questioned as to his knowledge of invoices, charter-party, Lloyd's agent, and as to the nature of bottomry, and he must be acquainted with the leading lights of the channel he has been accustomed to navigate, or which he is going to use.

In cases where an applicant for a certificate as Master Ordinary has only served in a fore and aft rigged vessel, and is ignorant of the management of a square-rigged vessel, he may obtain a certificate on which the words *"fore and aft rigged vessel"* will be written. This certificate does not entitle him to command a square-rigged ship. This is not, however, to apply to Mates, who, being younger men, are expected for the future to learn their business completely.

Extra Master.

An Extra Master's Examination is intended for such persons as are desirous of obtaining command of ships and steamers of the *first class.*

In Navigation.—As such vessels frequently make long voyages, to the East Indies and the Pacific, &c., the candidates will be required to work a lunar observation by both sun and star, to determine the latitude by the moon and star, and also by double altitude of the sun.

He must understand how to observe and apply the

An Extra Master's Examination is voluntary, and intended for such persons as wish to prove their superior qualifications, and are desirous of having certificates for the highest grade granted by the Board of Trade.

In Navigation.—As the vessels which such Masters will command frequently make long voyages to the East Indies, the Pacific, &c., the candidate will be required to work a lunar observation by both sun and star, to determine the latitude by the moon, by Polar

* Service in a superior capacity is in all cases to be equivalent to service in an inferior capacity.

In 1850.	At the present time.

Extra Master—continued.

deviation of the compass; and to deduce the set and rate of the current from the D.R. and observation. He will be required to explain the nature of great circle sailing, and know how to apply practically that knowledge, but he will not be required to go into the calculations. He must be acquainted with the law of storms, so far as to know how he may probably best escape those storms common to the East and West Indies, and known as hurricanes. In Seamanship. — The extra examination will consist of an inquiry into the competency of the party to heave a ship down, in case of accident befalling her abroad; of getting lower masts and other heavy weights in and out; how to construct rafts, and as to his resources for the preservation of the ship's crew in the event of wreck, and in such like operations as the Examiner may consider necessary.	star off the meridian, and also by double altitude of the sun, and to verify the result by Sumner's method. He must be able to calculate the altitudes of the sun or star when they cannot be observed for the purposes of lunars,—to find the error of a watch by the method of equal altitudes, — and to correct the altitudes observed with an artificial horizon. He must understand how to observe and apply the deviation of the compass; and to deduce the set and rate of the current from the D.R. and observation. He will be required to explain the nature of great circle sailing, and know how to apply practically that knowledge, but he will not be required to go into the calculations. He must be acquainted with the law of storms, so far as to know how he may probably best escape those tempests common to the East and West Indies, and known as hurricanes. In Seamanship.—The extra examination will consist of an inquiry into the competency of the applicant to heave a ship down, in case of accident befalling her abroad; to get lower masts in and out; and to perform such other operations of a like nature as the Examiner may consider it proper to examine him upon.

Mate of Home Trade Passenger Ship.

Nil.	A Mate must write a legible hand, and understand the first four rules of arithmetic. He must know and understand the rule of the road, and describe and show that he understands the Admiralty regulations as to lights. He must be able to take a bearing by compass, and prick off the ship's course on a chart. He must know the marks in the lead-line, and be able to work and heave the log.

Master of Home Trade Passenger Ship.

Nil.	A Master must have served one year as a Mate in the Foreign or Home Trade. In addition to the qualifications required for a Mate, he must show that he is capable of navigating a ship along any coast, for which purpose he will be required to draw upon a chart produced by the Examiner the courses and distances he would run along shore from headland to headland, and to give in writing the courses and distances corrected for variation, and the bearings of the headlands and lights, and to show when the courses should be altered either to clear any danger, or to adapt it to the coast. He must understand how to make his soundings according to the state of the tide. He will also be questioned as to his knowledge of the use and management of the mortar and rocket lines in the case of the stranding of a vessel, as explained in the Official Log Book. A first-class Pilot may be examined for a Master's Certificate of Competency for Home-trade Passenger Ships, notwithstanding that he may not have served in the capacity of Mate.

Voluntary Examination in Steam.

Nil.	Arrangements have been made for giving to those Masters and First or Only Mates who are possessed of or entitled to certificates of competency, an opportunity of undergoing a voluntary examination as to their practical knowledge of the use and working of the steam engine. If the Candidate passes, the words "*Passed in Steam*," with the date and place of examination, will be entered on the certificate and its counterpart. The examination is *vivâ voce*, and extends to a general knowledge of the practical use and working of the steam-engine, and of the various valves, fittings, and pieces of machinery connected with it.

In 1850.	At the present time.
Voluntary Examination in Steam—continued.	
	Intricate theoretical questions on calculations of horse power or areas of cylinders and valves, or any of the more difficult questions which appertain to steam-engines and boilers, will not be asked. The examination will in fact be confined to what a master of a steam-vessel may be called upon to perform in the case of the death, incapacity, or delinquency of the engineer. If the applicant fails to answer some few of the questions, and yet, in the opinion of the Examiner, possesses such a competent knowledge of the parts of the engine generally, and such other practical knowledge of the subject as will enable him to effect the object in view, the Examiner will exercise his discretion as to whether a sufficiently high standard of knowledge has been attained, and pass him or not accordingly. The Examiner will provide drawings and working sections, on a sufficiently large scale, of the various parts of the steam-engine, and of the valves and slides, &c., as may be necessary, and will require the applicant to make use of them in giving his answers to the various questions put to him; and, if an opportunity offer, the applicant will be permitted, under the guidance of the Examiner, to start and stop the engine of some vessel which may have her steam up.

EXAMINATION PAPERS IN USE IN 1850.

I.—EXAMINATION FOR SECOND MATES.

To be used at _____ *on the* _____ *day of* _____ 185

1.—Write in Figures _____.

" _____

2.—Add the following quantities together _____

_____

_____ in _____

_____ by _____

I.—EXAMINATION FOR SECOND MATES.

To be used at _____ *on the* _____ *day of* _____ 185

5.

Hours.	Course.	Knots.	10ths.	Winds.	Leeway.	Remarks, &c.
1						
2	. .			. .		A point
3	. .			. .		in Lat.
4	. .			. .		Long.
5						bearing
6	. .			. .		Dist. miles
7	. .			. .		
8	. .			. .		Variation
9						
10	. .			. .		
11	. .			. .		
12	. .			. .		
1						
2	. .			. .		A current set
3	. .			. .		by Compass
4	. .			. .		
5						
6	. .			. .		
7	. .			. .		
8	. .			. .		
9						
10	. .			. .		
11	. .			. .		
12	. .			. .		

Correct the Courses for Variation and Leeway, and find the difference of Latitude and Departure.

I.—EXAMINATION FOR SECOND MATES.

To be used at *on the* *day of* 185

6.—185 , . In longitude . The observed meridian altitude of the Sun's Lower Limb was . , bearing , index error , height of eye feet.

Required the latitude.

7.—Write down the Points of the Compass.

(Optional.) 8.—And the degrees and minutes of each

II.—EXAMINATION FOR ONLY MATES.

To be used at _____ *on the* _____ *day of* _____ 185

1.—Find the course and distance, latitude and longitude, in the Day's work in Paper I. (by inspection).

2.—Required the course and distance from

to , by calculation on Mercator's principle.

Lat. of Long.

Lat. of Long.

NOTE.—If the Applicant does not possess a Second Mate's Certificate of Competency, he must answer the Questions in Paper No. I., such Answers to be in addition to the Answers in this Paper.

II.—EXAMINATION FOR ONLY MATES.

To be used at _____ *on the* _____ *day of* _____ 185 .

3.—185 . . At Appt. T., Ship

in latitude longitude

The Sun's Magnetic Amplitude was

Required True Amplitude and Variation.

NOTE.—If the Applicant does not possess a Second Mate's Certificate of Competency, he must answer the Questions in Paper No. I., such Answers to be in addition to the Answers in this Paper.

III.—EXAMINATION FOR FIRST MATES.

To be used at _____ *on the* _____ *day of* _____ 185 .

1.—185 , . Find the time of High Water

at A.M. and P.M.

2.—185 , Mean Time at Ship in latitude

, longitude, The Sun's bearing by Compass

, altitude, . Eye at feet.

Required the True Azimuth and Variation.

NOTE.—If the Applicant does not possess an Only Mate's Certificate of Competency, he must, in addition, answer the Questions in Paper II.; and if he possesses no Certificate of Competency, he must answer the Questions in Papers I and II.; such Answers to be in addition to the Answers in this Paper.

III.—EXAMINATION FOR FIRST MATES.

To be used at _____ *on the* _____ *day of* _____ 185 . .

3.—185 , at Ship in latitude

The observed altitude of was

eye at feet. Time by a chronometer

which was for mean noon at Greenwich

and daily

Required the Longitude by Chronometer.

NOTE.—If the Applicant does not possess an Only Mate's Certificate of Competency, he must, in addition, answer the Questions in Paper II.; and if he possesses no Certificate of Competency, he must answer the Questions in Papers I. and II.; such Answers to be in addition to the Answers in this Paper.

III.—EXAMINATION FOR FIRST MATES.

To be used at _____ *on the* _____ *day of* _____ 185 .

4.—185 , at Ship lat. by account ; long. . The observed altitude of the Sun's L. L. of the observer was , eye at feet. Time by watch which had been found to be of apparent time at Ship. The difference of longitude made to the was after the error on Apparent Time at Ship was determined.

Required the Latitude by the Reduction to the Meridian.

NOTE.—If the Applicant does not possess an Only Master's Certificate of Competency, he must, in addition, answer the Questions in Paper II.; and if he possesses no Certificate of Competency, he must answer the Questions in Papers I. and II., such Answers to be in addition to the Answers in this Paper.

IV.—EXAMINATION FOR MASTERS, ORDINARY.

To be used at _____ *on the* _____ *day of* _____ 185 .

Explain the meaning of Deviation, and the methods of determining and correcting it?

TABLE OF DEVIATIONS.

Ship's Head.	Deviation.	Ship's Head.	Deviation.
	° ′		° ′
North.....	0 22 W.	South.....	0 16 E.
N. by E.	1 46 E.	S. by W.	1 50 W.
N.N.E.	3 20 E.	S.S.W.	3 16 W.
N.E. by N.	5 14 E.	S.W. by S.	4 48 W.
N.E.	7 14 E.	S.W.	6 16 W.
N.E. by E.	8 54 E.	S.W. by W.	7 40 W.
E.N.E.	10 44 E.	W.S.W.....	9 18 W.
E. by N.	11 40 E.	W. by S.	10 34 W.
East	10 44 E.	West	11 50 W.
E. by S.	9 54 E.	W. by N.	11 10 W.
E.S.E.	9 8 E.	W.N.W.....	10 16 W.
S.E. by E.....	7 20 E.	N.W. by W.	9 18 W.
S.E.	6 18 E.	N.W.	7 52 W.
S.E. by S.....	5 0 E.	N.W. by N.	6 18 W.
S.S.E.	3 24 E.	N.N.W.	5 2 W.
S. by E.....	1 42 E.	N. by W.	3 10 W.

Note.—If the Applicant does not possess a Certificate of Competency as First Mate, he must answer the Questions in Paper III. If he does not possess a Certificate of Competency either as First or Only Mate, he must answer the Questions in Papers II., III. And if he possesses no Certificate of Competency, he must answer the questions in Papers I., II., III.,—such answers to be in addition to the question in this Paper.

V.—EXAMINATION FOR MASTERS, EXTRA.

To be used at *on the* *day of* 185 .

1. —185 , at Ship in latitude

With the following observations find the error of chronometer for Greenwich, and the longitude.

M. T. G., by Chron.	Alt.	☾	Distance.

V.—EXAMINATION FOR MASTERS, EXTRA.

To be used at _____ *on the* _____ *day of* _____ 185 .

2.—185 , latitude by account, ;

longitude . With the following observations find the

latitude by "Double Altitudes" at the Observation

The Sun's bearing at the first observation was

The Ship's course and distance during the Interval was miles.

Ship. Appt. Times. Alt. ⊙ at feet.

V.—EXAMINATION FOR MASTERS, EXTRA.

To be used at _____ *on the* _____ *day of* 185

3.—185 , in longitude The observed Meridian Altitude of the Moon's Limb was bearing of the observer. Height of the eye feet

Required the Latitude.

4.—185 . Mean Time at Ship in longitude . The observed Altitude of the Pole Star out of the Meridian was . Eye at feet.

Required the Latitude.

V.—EXAMINATION FOR MASTERS, EXTRA.

To be used at _____ *on the* _____ *day of* _____ 185

5.—Correct the Courses in the Day's work in Paper I. for the Deviation of the Compass as given in the Table in Paper IV.

6.—A ship's course by D R is , Distance miles.

By observation the course is , Distance miles.

Required the direction and the rate of the current.

7.—The Applicant will also be questioned as to the nature of Great Circle Sailing, and as to the Law of Storms.

NOTE.—If the Applicant does not possess a Master's Ordinary Certificate of Competency, he must answer the questions in Paper IV. If he does not possess a Master's or First Mate's Certificate of Competency, he must answer the questions in Papers III. and IV. If he does not possess a Master's, First Mate's, or Only Mate's Certificate of Competency, he must answer the questions in Papers II., III., and IV., and if he possesses no Certificate of Competency, he must answer the questions in Papers I., II., III., and IV.; in each case such answers to be in addition to the answers in this Paper.

EXAMINATION PAPERS
IN USE AT THE PRESENT TIME.

Exn. 4.
(late E F 1.)

Port of _____

Registration No.

EXAMINATION PAPER

TO BE USED BY A CANDIDATE FOR A CERTIFICATE OF COMPETENCY AS A

SECOND MATE.

Issued by
The Board of Trade,
In pursuance of
17 & 18 Vict. c. 104.

This paper is to be used at the above Port this _____ *day of* _____ 186

N.B.—The under-mentioned examples of the use of logarithms are to be explained to those applicants who may not understand the

1.—Multiply by by common logarithm

2.—Divide by by common logarithms.

[The Candidate should sign his name in full at the foot of the last page.]

[over

EXAMINATION FOR SECOND MATES.

(Continued.)

ours.	Courses.	Knots.	10ths.	Winds.	Leeway.	Remarks, &c.
1						A point
2						in Lat.
3						Long.
4						bearing by Compass
5						
6						
7						Dist. miles
8						
9						
10						Variation
11						
12						
1						
2						
3						
4						
5						A Current set by Compass
6						
7						
8						
9						
10						Miles from the
11						time the departure was taken
12						to the end of the day.

Correct the Courses for Variation and Leeway, and find the Course and Distance from the given Point, and the Latitude and Longitude in by Inspection.

Corrected Courses.	Dist.	N.	S.	E.	W.

EXAMINATION FOR SECOND MATES.

(Continued.)

4.—186 . . In longitude The observed meridian altitude of the Sun's Lower Limb was , bearing , index error , height of eye feet

Required the latitude

5.—In latitude the Departure made good was miles.

Required the Difference of Longitude by parallel sailing

Port of _____

Rotation No.

EXAMINATION PAPER

TO BE USED BY A CANDIDATE FOR A CERTIFICATE OF COMPETENCY AS AN

ONLY MATE.

To be used at the above Port this _____ *day of* _____ 186_ .

A Candidate for an Only Mate's Certificate of Competency will be required to work the questions in Paper Exn. 4. in addition to the Questions in this Paper.

1.—186 , Find the time of High Water

at A.M. and P.M.

2.—Required the course and distance from

to , by calculation on Mercator's principle

Lat. of _____ Long. _____

Lat. of _____ Long. _____

[The Candidate should sign his name in full at the foot of the last page.]

[over

EXAMINATION FOR ONLY MATES.

(Continued.)

3.—186 , . At Appt. T. Ship

in latitude longitude

The Sun's Magnetic Amplitude was

Required True Amplitude, and Error of the Compass.

EXAMINATION FOR ONLY MATES.

(*Continued.*)

4.—186 , at Ship in latitude

The observed altitude of was

height of eye feet. Time by a chronometer

which was for mean noon at Greenwich

and daily

Required the Longitude by Chronometer.

Exn. 6.
(late E F 3.)

Port of _____

Rotation

ISSUED BY
THE BOARD OF TRADE,
In pursuance of
17 & 18 Vict. c. 104.

EXAMINATION PAPER

TO BE USED BY A CANDIDATE FOR A CERTIFICATE OF COMPETENCY AS A

FIRST MATE.

To be used at the above Port this _____ *day of* _____ 18

N.B.—*A Candidate for a First Mate's Certificate of Competency will be required to work the* **Questions in Papers Exn. 4. and Exn.** *in addition to the Questions in this Paper.*

1.—186 , Mean Time at Ship in latitude

, longitude, . The Sun's bearing by Compass

, altitude, . Height of the Eye feet.

Required the True Azimuth, and Error of the Compass.

[The Candidate should sign his name in full at the foot of the last page.]

EXAMINATION FOR FIRST MATES.

(Continued.)

2.—186 , at Ship

lat. by account ; long. . The observed altitude of

the Sun's L. L. of the observer was

height of eye feet. Time by watch

which had been found to be of apparent time at Ship.

The difference of longitude made to the

was after the error on Apparent Time at Ship was determined.

Required the Latitude by the Reduction to the Meridian.

Exn. 7.
(late E F 4.)

Port of _____

Rotation No.

ISSUED BY
THE BOARD OF TRADE,
In pursuance of
17 & 18 Vict. c. 104.

EXAMINATION PAPER

TO BE USED BY A CANDIDATE FOR A CERTIFICATE OF COMPETENCY AS A

MASTER, ORDINARY.

To be used at the above Port this _____ *day of* _____ 186

N.B.—A Candidate for a First Mate's Certificate of Competency will be required to work the Questions in Papers Exn. 4., Exn. 5., and Exn. 6 in addition to the Questions in this Paper.

1.—186 . The observed Meridian Altitude of the Star bearing, was , height of the eye feet

Required the Latitude.

2.—Explain the meaning of Deviation of the Compass, and the methods of determining and correcting it.

TABLE OF DEVIATIONS.

Ship's Head.	Deviation.	Ship's Head.	Deviation.	Ship's Head.	Deviation.	Ship's Head.	Deviation.
North.....	0° 22′W.	South.....	0° 16′E.	East.....	10° 44′E.	West.....	11° 50′W.
N. by E.....	1 46 E.	S. by W.....	1 50 W.	E. by S.	9 54 E.	W. by N.....	11 10 W.
N.N.E.	3 20 E.	S.S.W.....	3 16 W.	E.S.E.....	9 8 E.	W.N.W.....	10 16 W.
N.E. by N...	5 14 E.	S.W. by S...	4 48 W.	S.E. by E...	7 20 E.	N.W. by W.	9 18 W.
N.E.....	7 14 E.	S.W.....	6 16 W.	S.E.....	6 18 E.	N.W.....	7 52 W.
N.E. by E...	8 54 E.	S.W. by W..	7 40 W.	S.E. by S....	5 0 E.	N.W. by N..	6 18 W.
E.N.E.....	10 44 E.	W.S.W.....	9 18 W.	S.S.E.....	3 24 E.	N.N.W.....	5 2 W.
E. by N.....	11 40 E.	W. by S.....	10 34 W.	S. by E.	1 42 E.	N. by W.....	3 10 W.

[The Candidate should sign his name in full at the foot of the last page.]

xn. 8.
(c. E. F 5.)

SUED BY
ARD OF TRADE.
ursuance of
3 Vict. c. 104.

Port of _____

Rotation No.

EXAMINATION PAPER

TO BE USED BY A CANDIDATE FOR A CERTIFICATE OF COMPETENCY AS A

MASTER, EXTRA.

To be used at the above Port this _____ *day of* _____ 186 .

A Candidate for an Extra Master's Certificate of Competency will be required to work the Questions in Papers Exn. 4., 5., 6., and 7., in addition to the Questions in this Paper.

EXAMINATION FOR MASTERS, EXTRA.

1.—186 . at Ship in latitude

With the following observations find the true and apparent Altitude of

the error of chronometer for Greenwich, and the longitude

of the place.

Approx. M. T. G., by Chron. Alt. (Distance.

[The Candidate should sign his name in full at the foot of the last page.

[over

EXAMINATION FOR MASTERS, EXTRA.

(Continued.)

2.—186 , latitude, by account,

longitude With the following observations find the

latitude by " Double Altitudes " at the Observation.

Times.	Alt. ☉ at	feet.

The Sun's bearing at the first observation was

The Ship's course and distance during the Interval was miles

EXAMINATION FOR MASTERS, EXTRA.

(Continued.)

. 186 , in longitude . The observed Meridian Altitude of the Moon's Limb was bearing of the observer. Height of the Eye feet.

Required the Latitude.

4.- 186 , . Mean Time at Ship in longitude . The observed Altitude of the Pole Star out of the Meridian was height of the Eye feet.

Required the Latitude.

EXAMINATION FOR MASTERS, EXTRA.

(Continued.)

5.—Verify the latitude by Double Altitudes, by means of " Sumner's" method.

EXAMINATION FOR MASTERS, EXTRA.

(Continued.)

—186 , in latitude

and longitude . The following times were noted when the Sun had Equal Altitudes.

Required the error of the Watch for Mean Time at the place of observation

A.M.	P.M.

EXAMINATION FOR MASTERS, EXTRA.

(Continued.)

7.—Correct the following altitudes of which were observed with an artificial horizon on shore.

8.—The Applicant will also be questioned concerning Great Circle Sailing, and the Law of Storms.

Exn. 9.
(Issue E F 6.)

Port of _____

Rotation No. _____

ISSUED BY THE BOARD OF TRADE, in pursuance of 18 Vict. c. 104.

EXAMINATION PAPER

TO BE USED BY A CANDIDATE FOR A CERTIFICATE OF COMPETENCY AS

MASTER OR MATE OF HOME TRADE PASSENGER SHIPS.

To be used at the above Port this _____ *day of* 186 .

1.—Write in Figures _____

" _____

2.—Add the following quantities together :—

_____ _____

_____ _____

_____ _____

_____ _____

_____

3.—Subtract as follows :—

From _____ _____

Take _____

From _____ _____

Take _____ _____

From _____ _____

Take _____

[The Candidate should sign his name at the foot of the last page.]

[over

EXAMINATION FOR MASTERS AND MATES OF HOME TRADE PASSENGER SHIPS—(*continued*).

4.—Multiply the following quantities together :—

Multiply _____ _____

by _____

5.—Divide as follows :—

Divide _____ by _____

Signature _____

_____

Master or Mate.

LONDON:
Printed by George E. Eyre and William Spottiswoode
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

MERCANTILE MARINE FUND.

1866.

AN ACCOUNT of the MERCANTILE MARINE FUND, under the Act 17 & 18 Vict. cap. 104, sec. 429, showing the INCOME and EXPENDITURE for the Year 1866; and STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS Issued and Paid at PORTS in the UNITED KINGDOM.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, *to be Printed*,
27 *May* 1867.

AN ACCOUNT of the MERCANTILE MARINE FUND, under the Act 17 & 18 Vict. c. 104, s
of Net Income since Received, and how th

RECEIPTS.	EXCHEQUER BILLS.			CASH
	£.	s.	d.	£.
For Balances on hand 1st January 1865, as shown in preceding Account -	90,000	–	–	47,842
For Interest received on Exchequer Bills and on Accounts of Superintendents of Mercantile Marine Offices at Local Banks - - - - - - -	-	-	-	2,815
For Proceeds of Sale of 10,000*l.* Exchequer Bills (*see* contra) - - -	-	-	-	10,097
For Excess of Income over Working Expenditure for the year ending 31st December 1866, as shown in Account (A.) in the Appendix, page 4 - -	-	-	-	21,320 1
£.	90,000	–	–	82,075 1

Board of Trade,
24 May 1867.

ANCE of CASH and the AMOUNT of EXCHEQUER BILLS held on 1st January 1866, with the Amount appropriated, made up to the 31st December 1866.

PAYMENTS.				EXCHEQUER BILLS. £. s. d.	CASH. £. s. d.
sions granted by the Trinity House Corporation before the tober 1853, for 4 Quarters				- - -	3,301 6 3
nsions and Superannuation Allowances on Account of Ballastage e on the expiration of the Act, 6 & 7 Vict. c. 57.				- - -	2,529 8 8
New Works in Building Lighthouses, &c., as shown in Statement (B.) Appendix, page 5				- - -	38,536 4 11
penses of Investigations into the conduct of Masters and Mates				- - -	354 15 4
penses of Life Boats, Apparatus for saving Life, and Gratuities for Lives during the year 1866				- - -	12,878 15 5
er Bills sold (*see* contra)				10,000 - -	—
nce unappropriated				80,000 - -	24,472 7 3
			£.	90,000 - -	82,075 17 10
PARTICULARS of the above BALANCE:					
ands of the Paymaster-General				- - -	11,144 16 6
Superintendents of Mercantile Marine Offices				- - -	9,719 1 5
Receivers of Wreck				- - -	563 3 1
		£. s. d.			
Trinity House Corporation		16,659 9 5			
Port of Dublin Corporation		7,168 13 5			
Commissioners of Northern Lights		10,580 15 4			
d on account of Vote for Relief of distressed Seamen id		1,701 15 3			
ed on account of Postal Services		533 15 11			
				- - -	36,644 9 4
UCT,					
unt to be repaid to Merchant Seamen's Fund		325 3 8			58,071 10 4
„ to Wages, &c., of deceased Seamen		2,388 11 2			
„ to Commissioners of Inland Revenue		219 16 8			
„ to Receiver of Fines for the Crown		198 9 10			
„ on account of Seamen's Savings Banks		54 1 -			
„ on account of unclaimed Wreck and Salvage		5,469 10 3			
„ for Seamen's Money Orders unpaid *		1,776 14 9			
„ Seamen's Wages and sundry Compensations received		524 8 7			
„ Wexford Harbour		2,010 8 4			
„ Chain Cables and Anchors		1,306 1 11			
„ Naval Services		17,445 3 7			
„ Ramsgate Harbour Fund		1,121 19 2			
„ Army Services		758 14 2			
				- - -	33,599 3 1
			£.		24,472 7 3

* *Note.*—A Statement of the Money Orders issued to Seamen will be found on page 7.

H. R. Williams,
Accountant.

Appendix.

Account (A.), referred to at page 2.

Dr. AN ACCOUNT of the Gross Income and Working Expenditure of the Mercantile Marine Fund, for the Year ending 31 December 1866. Cr.

INCOME.

	£.	s.	d.	£.	s.	d.
For Fees, &c., received under the Merchant Shipping Act, as per Account (C.), page 6				58,377	18	1
For Light Dues received; viz.:						
Per Trinity House Corporation	240,426	17	4			
„ Port of Dublin Corporation	17,405	3	8			
„ Commissioners of Northern Lighthouses	28,572	12	8			
				286,404	13	8
			£.	344,782	11	9

EXPENDITURE.

	£.	s.	d.	£.	s.	d.
For Salaries and Expenses at the Mercantile Marine Offices at the various Ports of the United Kingdom, including salaries and fees paid to Surveyors of Steam Ships, as per Account (C.), page 6				52,003	3	5
For Expenses paid for the maintenance of Lighthouses, viz.:						
By the Trinity House Corporation	180,042	18	–			
„ Port of Dublin Corporation	51,612	16	9			
„ Commissioners of Northern Lighthouses	39,803	–	7			
				271,458	15	4
By Balances, being Excess of Income over Working Expenditure				21,320	13	–
			£.	344,782	11	9

STATEMENT (B.), referred to at page 3.

STATEMENT of the Sums expended for New Works in Building Lighthouses, &c., in the United Kingdom, from 1 January 1866 to 31 December 1866.

Nature of Work.	£. s. d.	£. s. d.
ENGLAND:		
St. Bees	1,979 2 6	
Lowestoftness	1,325 19 6	
Wolf	8,209 – 11	
Winterton	397 – 6	
Usk	3,006 16 0	
Portland	3,908 14 9	
		18,826 14 2
IRELAND:		
Calf Rock	1,492 7 1	
Innish Tereaght	2,736 10 9	
New Light Ship, Wicklow Head	138 6 5	
Black Sod Point New Lighthouse	837 13 7	
New Composite Light Vessel	5,558 – 9	
„ Wooden Light Vessels (2)	8 – –	
Colt's Rock Beacon	– 10 6	
St. Patrick's Rock Beacon	475 5 4	
Black Horn Rock	1 10 –	
		11,248 4 5
SCOTLAND:		
Auskerry Lighthouse	5,291 7 1	
Duheartach „	136 18 4	
Skervuile	2,541 7 8	
Stow Head	474 13 3	
Patterson Beacon	12 14 6	
New Tender, Skerryvore	4 5 6	
		8,461 6 4
	£.	38,536 4 11

ACCOUNT (C.), referred to at page 4.

AN ACCOUNT of the INCOME and EXPENDITURE for Fees received for Examinations of Masters and Mates, for Engaging and Discharging Crews, for Surveys of Steam Vessels, and by Receivers of Wreck, under the Merchant Shipping Act, 1854, for the Year ending 31 December 1866.

FEES.									TOTAL INCOME.			OFFICES, &c.	EXPENDITURE.										EXCESS OF					
On Examination of Masters and Mates.			On Engagement of Crews.			On Discharge of Crews.			On Renewal of Certificates.				Salaries.			Contingencies.			Superannuation Allowances.			Total Expenditure.			Income over Expenditure.			Expenditure over Income.		
£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.		£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
—			—			—			—																				
												Board of Trade (Marine Department)	-	-	-	1,580	1	5	-	-	-	1,580	1	5	-	-	-	1580	1	5
1,466	15	-	1,533	17	-	2,705	3	1	40	4	-	5,745	19	1	Port of London (Hammet-street)	4,391	7	11	1,572	19	10	52	-	-	6,016	7	9	-	-	-	270	8	8
—			1,441	2	6	1,384	4	6	29	16	2	2,855	3	2	„ „ (Poplar)	1,346	5	4	318	11	2	-	-	-	1,664	16	6	1,190	6	8	—		
—			930	5	6	1,160	5	6	21	4	6	2,111	15	6	„ „ (Dock-street)	1,275	3	4	305	11	4	22	-	-	1,602	14	8	509	-	10	—		
339	10	-	179	7	6	472	17	6	6	3	-	997	18	-	Bristol	787	4	-	188	19	9	-	-	-	976	3	9	21	14	3	—		
216	-	-	380	6	6	568	8	-	5	5	6	1,170	-	-	Hull	900	2	2	155	3	8	-	-	-	1,055	5	10	114	14	2	—		
1,708	4	-	5,431	12	6	5,545	19	-	49	12	10	12,735	8	4	Liverpool	6,754	18	1	1,801	6	-	16	-	8	8,572	4	9	4,163	3	7	—		
108	15	-	233	8	-	199	4	-	4	1	6	545	8	6	Newcastle	305	-	-	143	1	11	-	-	-	448	1	11	97	6	7	—		
194	10	-	952	6	6	183	2	-	7	8	-	1,337	6	6	North Shields	(a) 1,511	5	-	416	4	2	-	-	-	1,927	9	2	-	-	-	590	2	8
331	15	-	882	10	6	292	14	-	3	8	-	1,540	7	6	South Shields	765	3	10	228	9	-	10	1	8	1,003	14	6	536	13	-	—		
578	3	-	864	3	-	173	5	-	12	19	10	1,628	10	10	Sunderland	999	2	-	255	17	-	-	-	-	1,254	19	-	373	11	10	—		
549	15	-	133	16	-	144	8	-	2	18	-	830	17	-	Plymouth	609	6	8	131	17	4	-	-	-	741	4	-	89	13	-	—		
282	5	-	115	12	6	92	4	-	3	3	0	493	4	6	Aberdeen	529	-	3	124	10	7	-	-	-	653	10	10	-	-	-	160	6	4
401	5	-	197	-	6	193	7	6	2	13	-	794	6	-	Dundee	649	1	6	61	16	2	-	-	-	710	17	8	83	8	4	—		
412	15	-	737	10	6	359	2	-	8	8	6	1,517	16	-	Glasgow	937	19	2	308	9	-	-	-	-	1,246	8	2	271	7	10	—		
229	10	-	445	8	-	620	-	-	5	2	6	1,300	-	6	Greenock	964	16	8	109	8	10	-	-	-	1,074	5	6	225	15	-	—		
129	-	-	156	1	-	256	10	-	2	18	8	544	9	8	Leith	510	-	-	90	15	-	-	-	-	600	15	-	-	-	-	56	5	4
165	10	-	95	13	-	195	4	-	1	8	-	457	15	-	Belfast	398	2	-	47	11	-	-	-	-	445	13	-	12	2	-	—		
247	-	-	86	11	6	164	19	6	1	7	6	499	18	6	Cork	594	-	-	115	16	9	-	-	-	709	16	9	-	-	-	209	18	3
291	10	-	78	6	-	201	4	-	2	15	-	573	15	-	Dublin	519	2	-	33	12	4	-	-	-	552	14	4	21	-	8	—		
157	5	-	4,279	18	-	3,011	8	6	37	10	8	7,486	2	2	Minor Ports of the United Kingdom (b)	4,720	14	4	1,325	2	4	-	-	-	6,045	16	8	1,440	5	6	—		
7,839	7	-	19,154	16	6	17,923	10	1	248	8	2	45,166	1	9	Total £.	29,467	14	3	9,315	4	7	100	2	4	38,883	1	2	9,150	3	3	2,867	2	8
To Fees received for Surveys of Steam Vessels									8,339	19	11	Salaries and Expenses of Surveys, &c., of Steam Vessels, and for Remuneration of Examiners, and Expenses of Examinations										9,237	5	-						
„ Fees, &c., received for Examination of Engineers									657	1	6																				
„ Fees for Inspection of Register Books received by Registrar-General of Seamen									174	11	6	-										-		-	174	11	6	—		
„ Fees for Copies of Documents received by Registrar-General of Seamen									157	6	2	-										-		-	157	6	2	—		
„ Fees, &c., received by Receivers of Wreck									3,882	17	3	(b) Remuneration to and Contingent Expenses of Receivers of Wreck for the year 1866										3,882	17	3	—			—		
Total £.									58,377	18	1	Total £.										52,003	3	5	9,482	-	11	3,107	6	3

£. 6,474 14 8

(Referred to at page 3.)

TEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS issued and paid at PORTS the UNITED KINGDOM, and at CONTINENTAL PORTS, from 1855 to 1866, both Years inclusive.

	Issued.		Paid.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.
orts in the United Kingdom from 1 May to 31 December 1865, and at Continental ts from 1 April 1865 to 31 December 1865 -	302,357	1,934,406 13 5	301,824	1,930,436 6 4
rts in United Kingdom during year ended December 1866 - - - - - - -	45,605	269,782 – 7	46,339	284,423 9 3
e following Continental Ports during year ended 31 December 1866:				
	847	13,975 6 –	—	—
	348,809	2,218,164 – –	348,163	2,214,859 15 7
	348,163	2,214,859 15 7		
	646	3,304 4 5	Outstanding 31 December 1866.	

	Number.	Amount.
		£. s. d.
Antwerp - -	285	5,396 4 9
Bordeaux - -	44	392 10 9
Hamburg - -	142	2,395 9 2
Havre - - -	145	1,855 3 9
Nantes - - -	15	231 – –
Rotterdam - -	119	2,427 14 2
Marseilles - -	97	1,277 3 5

	£. s. d.
In hands of Her Majesty's Paymaster General - - - - - -	1,776 14 9
„ „ Consuls - - - - - - - -	1,538 5 3
	3,315 – –
Less by gain on exchange on remittances by Consuls to United Kingdom	10 15 7
£.	3,304 4 5

' *Note.*—The orders issued at the Continental Ports are payable in the United Kingdom *only*. The payment of se orders is, therefore, included in the amount paid at Ports in the United Kingdom.

Board of Trade, 24 May 1867.

H. R. Williams, Accountant.

MERCANTILE MARINE FUND.

1866.

AN ACCOUNT of the MERCANTILE MARINE FUND, under the Act 17 & 18 Vict. c. 104, showing the BALANCE of CASH and AMOUNT of EXCHEQUER BILLS held on 1 January 1866, with the INCOME and EXPENDITURE from that Period to 31 December 1866; and STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS issued and paid at PORTS in the UNITED KINGDOM, and at CONTINENTAL PORTS, from 1855 to 1866 inclusive.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
27 *May* 1867.

323.

Under 1 *oz.*

MERCHANT SEAMEN'S ACCOMMODATION.

RETURN to an Order of the Honourable The House of Commons, dated 21 February 1867;—*for*,

COPIES "of any APPLICATIONS made to the BOARD of TRADE on the subject of ACCOMMODATION of SEAMEN in MERCHANT SHIPS:"

"And, of any PAPERS showing the RESULTS of any INQUIRIES instituted by the BOARD of TRADE on the Subject."

Board of Trade,
9 March 1867.

T. H. FARRER.

(Sir Stafford Northcote.)

Ordered, by The House of Commons, *to be Printed*,
13 *March* 1867.

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COPIES of APPLICATIONS made to the BOARD of TRADE on the subject of ACCOMMODATION of SEAMEN in MERCHANT SHIPS; and, of PAPERS showing the RESULTS of INQUIRIES instituted by the BOARD of TRADE on the Subject.

MANNING AND SEAWORTHINESS OF, AND ACCOMMODATION IN, SHIPS AT SEAHAM.

(M. 4582.)

Superintendent of Mercantile Marine Office, Seaham, to the Registrar General of Merchant Seamen.

Mercantile Marine Office, Custom House,
Sub-Port of Seaham, Port of Sunderland,
21 November 1866.

Sir,

I BEG the liberty of herewith transmitting to you a letter handed to me yesterday by Mr. James Copeland, also a memorial and a copy of resolutions.

Permit me to add that I have carefully read the resolutions; during the last nine years I have closely observed the condition of the ships trading with this place; many of them are in bad condition, so much so, as in my humble opinion, to cause sufficient grounds for complaint.

The signatures to the memorial may be safely considered as genuine; and bearing in mind that the official returns for Seaham, of shipping for the year ended 31st December 1865, show:—

"In the Foreign Trade:
31 vessels inwards with cargoes,
188 vessels inwards with ballast,
243 vessels outwards with cargoes;

And, "In the Coasting Trade:
113 vessels inwards with cargoes,
95 vessels inwards with cargoes, but not included in such returns, being exempt from coast regulations,
2,735 vessels outwards with cargoes,

"The above being all sailing vessels,"

I submit with all possible deference that the meeting of the seamen here, connected with which there is not the slightest approach to either combination or coercion, and the resolutions passed thereat are of sufficient importance to warrant me to receive them, and to justify me in transmitting them to you.

I have, &c.
(signed) *John L. Henry*,
Deputy Superintendent.

To John J. Mayo, Esq.,
Registrar General of Merchant Seamen.

(Enclosure.)

"Lord Seaham Hotel," Seaham Harbour,
20 November 1866.

Sir,

AT the request of the able seamen of this place, and in pursuance of a resolution passed at a meeting recently held by them, I beg in all respect to hand you the accompanying memorial and copy of the resolutions confirmed at a final meeting held the 10th instant, and have to request you will be pleased to forward them to John J. Mayo, Esq., the Registrar General of Merchant Seamen, London, who, I trust, will be graciously pleased to hand it to the Secretary of the Board of Trade, so that that gentleman may lay them before their Lordships.

I remain, &c.
(signed) *James Copeland*, Secretary, *pro tem.*

To the Shipping Master.

(M. 4582.)

To the Lords of the Committee of Privy Council for Trade.

The very Humble Memorial of the Able Seamen whose Names are subscribed on the annexed Paper,

Most Humbly Sheweth,

That your memorialists are but a portion of the able seamen resident at Seaham and elsewhere, and who serve, for the most part, in ships trading out of this coal port.

That your memorialists, with all due respect, desire on behalf of themselves and such other able seamen that are so serving, but who have not had an opportunity of so subscribing their names, to lay before your Lordships a copy of the resolutions passed at a final meeting of such aforesaid able seamen, held at Seaham on the 10th day of November instant.

That your memorialists presume to lay such copy before you, in the strong hope that your Lordships may be pleased to consider the all-important grievances set forth in it, and of which we do most seriously complain, because they are remediable, and be pleased to devise some remedy for such intolerable grievances, as they do most seriously increase the ordinary risks connected with the dangerous occupation of the seamen, whilst employed in the home and coasting trades out of this coal port, on the north-east coast of England.

And your memorialists, as in duty bound, will ever pray.

Dated and signed at Seaham, the 20th November 1866.

Peter Oakman, Chairman,
For Self and Others,
170 Able Seamen of Seaham.

Copy of Resolutions referred to in the annexed Memorial.

Manning of Ships.

Resolution 1.—That, taking the mean of the ships in which we seamen mostly serve, we find them very insufficiently manned; for example, a ship of from 154 to 196 tons register, has on board, when at sea, but two boys, one seaman, a mate, and a master; whereas a ship of that size should have two boys, three seamen, a mate, and a master. This latter rate of manning was in accordance with a certain scale adopted mutually in the year 1855, by owners of north-east country ships, and by the sailors of the north-east coal ports, and it was carried out almost in its entirety down to 1862. Since then the number of hands on board such vessels has been gradually lowered, and the quality of the seamen greatly inferior. That the consequence of, and results arising from, such insufficient manning, are constant risk to and considerable loss of human life.

Ships Worn Out.

Resolution 2.—That we frequently find, when too late, that the ships on board of which we serve and have served since 1862, to be worn out, leaky, unsound in the hull, deficient in canvas and cordage, and otherwise unseaworthy: that during entire voyages the pumps must be kept almost constantly going, and the running gear constantly wanting repairs. The result is that we (skilled labourers as we are, and valuable ones too,) get, ere a voyage be completed, exhausted with overwork, dispirited, and gladly take any employment on shore, where even the farm labourer, who, although he runs little or no risk to life or limb, gets better paid.

Ships' Boats.

Resolution 3.—That the boats on board most of the ships in which we serve are in bad condition, very frequently worthless, utterly useless, in fact, as a means of saving life: and now that screw-steamers are so frequently encountered at sea (and steaming so reck lessly too), good and available boats are more valuable than ever. That frequently there is no available gear to hoist out the boats, and that many valuable lives have of late been sacrificed in consequence of bad boats, or boats unavailable in the time of shipwreck, or collision, or foundering of ships.

Ships' Forecastles.

Resolution 4.—That the forecastles of very many of the ships in which we serve are in bad sanitary condition, and deficient in height, length, and width, are lumbered up with ships' stores, and the want of space is so limited that the hands have to resort to the forecastle hatch in order to get sufficient room to put their clothes on; and the deck over the forecastle leaks so much in bad weather that the hands forward have to lash up hammocks and take to the cabin floor, as the only dry place on board on which to stretch themselves.

Legislation respecting the Liability of Accidents to Artizans, Mechanics, Labourers, and others employed in certain Hazardous Occupations.

Resolution 5.—That, with a view to prevent, as far as possible, the unnecessary sacrifice of human life in the following of certain hazardous trades and occupations, certain Acts of Parliament have been passed, benefiting and protecting the operative employed thereat; yet, whilst the provisions of such Acts have been, and continue to be, enforced even by Government supervision, as, for instance, in mines, cotton mills, &c., yet, as regards the occupation of the seaman (than which there can be none other more dangerous or hazardous, even under the most favourable of circumstances,) the various sections of "The Merchant Shipping Act of 1854," which, to a limited extent, provide for the safety of the seamen, have been allowed to remain a dead letter, save and except in certain classes of casualties at sea; but they have not been put in force for the general comfort, benefit, and protection of the seamen trading in the home and coasting trades of the north-east ports.

The Forwarding of the Copy of the Resolutions to the Board of Trade.

Resolution 6.—That, inasmuch as Seaham has no Member of Parliament, no chamber of commerce, harbour, or dock commission, nor yet any local authority connected with the maritime affairs thereof, through which a copy of this and the aforegoing resolutions might be presented to their Lordships of the Board of Trade, we do request the Deputy Superintendent of the Mercantile Marine Office here to be good enough to transmit such copy to John J. Mayo, Esq., the Registrar General of Merchant Seamen, who may be asked to be good enough to read it, and, if he the Registrar General sees no great objection to his so doing, to present the Memorial and a copy of these Resolutions for us, and on our behalf, to the Lords of the Committee of Privy Council for Trade.

Read, confirmed, and signed at the "Lord Seaham Hotel," Seaham, in the county of Durham, this Twentieth day of November 1866.

(signed) *Peter Oakman*, Chairman.
An Able Seaman of 39 years' standing, viz., 28 years out of the Tyne and 11 years out of Seaham.

(signed) *James Copeland*, Secretary, *pro tem.*,
An Able Seaman for the last 17 years, and Resident in Seaham during that time.

(M. 4582.)

Board of Trade to Mr. *Copeland.*

Sir, Board of Trade, 13 December 1866.

I AM directed by the Board of Trade to acknowledge the receipt of a memorial from certain able seamen trading from Seaham and other coal ports, forwarded to this office through the Deputy Superintendent of the Mercantile Marine Office at Seaham.

This memorial prays the Board of Trade to take into consideration certain resolutions passed at a final meeting of able seamen, held at Seaham, on the 10th ultimo, setting forth certain alleged grievances of which the seamen complain as intolerable, because they are remediable and seriously increase the ordinary risk of a seaman's calling.

I am to request you to inform the memorialists that the Board of Trade have given their memorial very careful consideration, and I am to reply thereto as follows:—

1st. As regards the first resolution, from which it appears that the number of hands on board ships in which the memorialists serve has been gradually lowered, that the quality of the seamen is inferior, and that risk and loss of life are the consequences,—I am to state that it is impossible for the law to determine the number or quality of the crew necessary to man different ships. But I am to point out that no seaman need engage to serve in any ship for which, in his opinion, a sufficient crew is not to be engaged, and that he has, therefore, the remedy in his own hands by refusing to go in a ship which has not a proper complement.

2nd. As regards the statement that the ships on board which the memorialists serve are frequently worn out, leaky, unsound in the hull, deficient in canvas, &c., I have to point out that no seaman is obliged to engage for a ship which he knows to be unseaworthy, nor, if he is engaged, would the law compel him to go to sea in an unseaworthy ship. At such a port, the seamen must know the

character of the ships which sail from it; they ought, therefore, to be able to protect themselves. I am also to point out to you that, with a view to the better determination of questions between owners and crew concerning unseaworthiness, the Board of Trade have, by a circular, a copy of which is enclosed, placed at the disposal of the local magistrates the services of the Board of Trade Surveyors, and the substance of this circular has been communicated by the Home Office to magistrates.

3rd. With reference to the statement that the boats on board the ships referred to are frequently worthless and utterly useless as a means of saving life, I am to point out to you that, as stated above, no seaman can be compelled to engage himself to serve in a ship which he knows to be improperly supplied with boats. I am also to point out that Section 292 and following, and Table S. in the schedule, require that certain boats, fit and ready for use, and duly supplied with requisites for use, shall be provided according to the tonnage of the ship; and that under Sections 293 and 524 the seamen of a ship can, if they think fit, enforce a compliance with the provisions of the Act.

4th. As regards the alleged want of accommodation for berths and sleeping spaces, and the general unfitness of the berths and sleeping places complained of, I am to point out that, under Section 231 of the Act, certain express provision is made with regard to the construction, the space, the cubic contents, the ventilation, &c., and as to the absence of stores, &c. from sleeping spaces allotted to seamen. If the provisions of the law in this respect are not complied with the seamen have power to enforce the law, and under Section 524 magistrates have power to apply the penalties received in compensating the seamen.

5th. As regards the statement that the provisions of the Merchant Shipping Act have not been enforced for the protection of life, I am to point out that before the Government can be required to take steps to enforce these provisions they should be satisfied that the seamen have themselves tried and failed, and it should also be shown that, without interference on the part of the Government, the seamen are taking all steps in their power to help themselves, and that under the existing Act they have no power to do so.

Finally, I am to state that the Board of Trade have instructed one of their surveyors to proceed to Seaham, to place himself in communication with the Superintendent of the Mercantile Marine Office, to inquire into the state of the ships sailing from Seaham, their boats and accommodation, and to report the result to this Board.

I am, &c.
(signed) *T. H. Farrer.*

To Mr. James Copeland,
"Lord Seaham Hotel," Seaham Harbour.

(Enclosure.)

(Circular No. 192.)
Board of Trade, 29 November 1864.

INSTRUCTIONS TO SURVEYORS.

SETTLEMENT OF DISPUTES.

Survey of Ships complained of as Unseaworthy.

IT has been represented to the Board of Trade that it often happens that seamen charged before magistrates with desertion allege as a justification for quitting their ship that she is unseaworthy, and that when this plea is raised the magistrates often find it difficult to come to a satisfactory conclusion.

The following instructions are issued for the purpose of enabling the court or the parties to obtain a competent and impartial opinion in such cases:—

The surveyors appointed under Part IV. of "The Merchant Shipping Act, 1854," shall, when summoned for that purpose in any such case as aforesaid, survey the ship concerning which the dispute arises, and give evidence as to her condition.

This is to be done with all convenient speed.

If

If the question is one concerning a wooden ship, the shipwright surveyor should make he survey and give his evidence alone. If concerning an iron ship, the survey may be made either by the shipwright surveyor alone, or, if he prefers it, by the shipwright and engineer surveyors together. If it concerns the machinery only, the engineer surveyor would go alone.

Each case in which the surveyors are called upon to make a survey and to give evidence should be specially reported to the Board of Trade on Form Stm. 24.

The question of remuneration will be considered at the end of each year.

T. H. Farrer,
Marine Secretary.

(M. 4582.)

Board of Trade to Mr. *Burroughs.*

Sir, Board of Trade, 13 December 1866.

I AM directed by the Board of Trade to enclose a copy of a memorial from 170 seamen of Seaham, and of this Board's reply, and to request that you will make yourself acquainted with the contents of these papers.

I am also to request that you will proceed to Sunderland and Seaham, put yourself in communication with the Superintendents of the Mercantile Marine Offices at both places, and that you will make inquiries into the correctness or otherwise of the statements contained in the Resolutions 2, 3, and 4, and that you will examine some of the ships of the port that hail from Seaham, and report as to the condition of the crew space, the hull, and the boats.

A form, appointing you as an inspector for this purpose, is enclosed, and I am to state, that, if in the case of any ship you find a difficulty in getting on board or meet with any obstacle, you should report the facts immediately, when a special appointment will be forwarded to you, authorising you to visit, inspect, and report specially upon that particular ship.

I am, &c.
(signed) *T. H. Farrer.*

Wm. Burroughs, Esq.,
Shipwright Surveyor, Newcastle.

Board of Trade to Mr. *Burroughs.*

Sir, Board of Trade, 13 December 1866.

I AM directed by the Board of Trade to acquaint you that in exercise of the powers vested in them by "The Merchant Shipping Act, 1854," they have appointed you as an inspector, to report to them upon the following matter, that is to say:—Whether the provisions of "The Merchant Shipping Act, 1854," as regards the space appropriated to seamen, and as regards boats to be carried by seagoing sailing ships, have been complied with at the port of Seaham and at other ports in your district.

S. 14. S. 231. Sects. 292, 293, and 294. Table S. in the Schedule.

I am, &c.
(signed) *T. H. Farrer.*

Wm. Burroughs, Esq.,
Shipwright Surveyor, Newcastle.

(M. 4844.)

Memorialists to Board of Trade (through Superintendent, Seaham).

"The Vane Arms," Seaham Harbour,
19 December 1866.

Sir,

I BEG to acknowledge the receipt yesterday of the reply of the Lords of the Committee of Privy Council for Trade to the memorial of the seamen of, and trading to, this port.

With reference to the reply, I have to acquaint you that a meeting of the memorialists was called and held yesterday evening in the Long Room at this hotel, and was attended by upwards of 80 seamen, other than the memorialists; the reply was read thereat, and pursuant to a resolution which was proposed and unanimously carried, I have been instructed to request you to convey to their

Lordships the most humble and hearty thanks of the meeting, so held yesterday evening, for the consideration bestowed on the memorial and accompanying resolutions, as well as for the full, explanatory, and most satisfactory reply.

I have, &c.
(signed) *Samuel George Hart*,
Secretary, *pro tem.*

(countersigned) *Peter Oakman*,
Chairman of the Meeting.

Mr. Henry,
Deputy Superintendent, Mercantile Marine Office, Seaham Harbour.

(M. 423.)

Mr. *Burroughs* to Board of Trade.

Board of Trade, Steam Ship Surveyor's Office,
Sir, Newcastle-upon-Tyne, 15 January 1867.

I BEG most respectfully to state in reference to your letter of the 13th ult. (M. 4582), that I proceeded to Sunderland and Seaham, and placed myself in communication with the Superintendents of the Mercantile Marine Offices, and have made inquiries into the correctness of the statements contained in the Resolutions 2, 3, and 4 of the Memorial from the 170 Seamen of Seaham, and have to report the following facts:

1st. In reference to the statements contained in Resolution 2, respecting vessels being worn out, leaky, and unsound in the hull, from the partial examination I was able to make, it would appear not to be without foundation, as in many cases the vessels are a great age, decks very defective, caulking very bad, and the pumps required to be kept in use for a considerable time during the voyage.

I consider it only proper to state that the side and masthead lights are very defective, and not in accordance with the Admiralty Regulations. This, I beg to submit, is of great importance, although not mentioned in the memorial.

2nd. In reference to the statements contained in Resolution 3, respecting the condition of the boats, &c., from my examination in this, I find that the vessels generally are supplied with quite sufficient boats, but, in some cases I found them in a very defective state, and scarcely one equipped, and a great want of immediate means in getting the same out.

3rd. In reference to the statements contained in Resolution 4, that the forecastles of the ships are in a bad sanitary condition, deficient in height, length, and breadth, lumbered up with stores, the want of sufficient space, and the leaky condition of the deck overhead; from my examination in this I found that there is but little room for complaint in reference to the cubic feet, as there is in most cases far more than is required by the 231st section of The Merchant Shipping Act; but the space is very badly disposed of, or badly arranged, the same varying in height from only 3 feet 6 inches upwards, which I consider is not at all fit for men to live in; nearly the whole of the vessels' forecastles that were examined by me were more or less half filled with ropes, &c., when at sea, which I consider highly objectionable.

The decks overhead in many cases were very defective or bad in reference to the caulking; the entrance to most of the forecastles is very objectionable, as in many cases the bowsprit is fitted against a small hatch, so that should a collision take place, and the bowsprit started, it would of necessity stop the egress of the crew from below.

I have, &c.
(signed) *Wm. Burroughs*,
Shipwright Surveyor.

The Secretary,
Marine Department, Board of Trade.

(M. 423.)

Board of Trade to Mr. *Copeland*.

Sir, Board of Trade, 4 February 1867.

With reference to the memorial of 170 able seamen of the Port of Seaham and other coal ports, addressed to this Board through the Superintendent of the Mercantile Marine Office at that port, and also with reference to the letter from this Board of the 13th December 1866, I am now directed by the Board of Trade to transmit to you, for the information of the memorialists, the accompanying copy of a report which has been drawn up at this Board's request by Mr. W. Burroughs, one of the shipwright surveyors appointed by this Board for the district of Newcastle-upon-Tyne. 15 January.

I am, &c.
(signed) *Thomas Gray*,
Assistant Secretary,
Marine Department.

Mr. James Copeland,
Lord Seaham Hotel, Seaham Harbour,
(care of Superintendent,
Mercantile Marine Office, Seaham,
through Registrar of Seamen.)

ACTUAL ACCOMMODATION FOR CREWS AT SEVERAL PRINCIPAL PORTS.

(M. 269.)

Board of Trade to Emigration Board.

Board of Trade, Whitehall,
Sir, 23 January 1867.

I am directed by the Board of Trade to enclose a copy of a letter this day, addressed to the surveyors named in the margin, calling upon them to inspect the crew space of several typical ships, and to report to this Board whether the provisions of the Act are complied with, and if they are complied with, whether the space allowed by the Act is sufficient for the health and comfort of the men.

The Board of Trade are very desirous of obtaining the assistance of the emigration medical officer of the port, in order that he may co-operate with their inspector, and for this purpose they direct me to request that if the Commissioners should see no objection to such a course, they would be good enough to instruct the medical officers of your Board accordingly.

The Board of Trade will also be glad to receive any information that the Emigration Commissioners may be able to give respecting the sufficiency or otherwise of the crew space on board merchant ships.

Mr. Barber, East India Avenue.
Mr. Murray, Custom House, Southampton.
Mr. M'Kinlay, Custom House, Glasgow.
Mr. Campbell, Tower Buildings, North, Liverpool.

I am, &c.
(signed) *Thomas Gray*,
Assistant Secretary, Marine Department.

The Secretary Emigration Board,
Park-street, Westminster.

Board of Trade to *G. Barber*, Esq., East India Avenue; *R. Murray*, Esq., Custom House, Southampton; *A. McKinlay*, Esq., Custom House, Glasgow; *W. Campbell*, Esq., Tower Buildings, Liverpool; *A. Elder*, Esq., Custom House, Leith (Board of Trade Surveyors).

Board of Trade, Whitehall,
Sir, 23 January 1867.

I am directed by the Board of Trade, to inform you that they are desirous of ascertaining whether, as a rule, the provisions of the Act respecting crew space on board merchant ships are complied with, and whether the accommodation required by those provisions is sufficient for the health and comfort of the crew.

The provisions of the Act referring to this subject are contained in section 231.

It has been represented to this Board (1), that the space allowed by the Act is too small; (2), that the enactments are not complied with, and are not enforced;

and (3), that the forecastles in which the men sleep are frequently deluged with water through the hawse holes.

I am, therefore, to request that you will at your early convenience make an inspection of the crew space on board certain ships visiting your port. For this purpose, it would be well to divide the ships into three or more classes, according to the nature of their voyages and their tonnage, and to examine and report upon typical ships in each class.

The Board of Trade, whilst depending on you for an accurate and trustworthy report of facts, must rely on your tact and temper for the performance of this duty in such a manner as will not be likely to give offence to those gentlemen with whom you may come in contact.

In order that you may have full authority for making these inspections and inquiries, the Board direct me to forward to you the inclosed formal and official appointment.

This Board have requested the Emigration Commissioners to be so good as to associate one of their medical officers with you in the inquiry; I am, therefore, to request that you will place yourself in communication with that officer at your port at an early moment.

I am, &c.
(signed) *Thomas Gray*,
Assistant Secretary, Marine Department.

(Enclosure.)

Sir, Board of Trade, Whitehall, 23 January 1867.

(Section 14.) (Section 231.) I AM directed by the Board of Trade to acquaint you that, in exercise of the powers vested in them by "The Merchant Shipping Act, 1854," they have appointed you as an inspector to report to them upon the following matter, that is to say, whether the provisions of "The Merchant Shipping Act, 1854," as regards the space appropriated to seamen on board merchant ships, have been complied with at the port of .

I am, &c.
(signed) *Thomas Gray*,
One of the Assistant Secretaries to the said Board.

Board of Trade to Mr. *Gladstone*.

Board of Trade, Whitehall,
Sir, 23 January 1867.

I AM directed by the Board of Trade to inform you that they are desirous of ascertaining whether, as a rule, the provisions of the Act respecting crew space on board merchant ships are complied with, and whether the accommodation required by those provisions is sufficient for the health and comfort of the crew.

The provisions of the Act referring to this subject are contained in section 231.

It has been represented to this Board—(1), that the space allowed by the Act is too small; (2), that the enactments are not complied with, and are not enforced; and, (3), that the forecastles in which the men sleep are frequently deluged with water through the hawse holes.

I am, therefore, to request that you will at your early convenience make an inspection of the crew space on board certain ships visiting your port. For this purpose, it would be well to divide the ships into three or more classes, according to the nature of their voyages and their tonnage, and to examine and report upon typical ships in each class.

The Board of Trade, whilst depending on you for an accurate and trustworthy report of facts, must rely on your tact and temper for the performance of this duty in such a manner as will not be likely to give offence to those gentlemen with whom you may come in contact.

In order that you may have full authority for making these inspections and inquiries,

inquiries, the Board direct me to forward to you the inclosed formal and official appointment.

This Board have requested Dr. Dickson to be so good as to associate himself with you in the inquiry.

I am, &c.
(signed) *Thomas Gray*,
Assistant Secretary, Marine Department.

G. J. Gladstone, Esq.,
East India Avenue, E.C.

Board of Trade to Dr. *Dickson*.

Board of Trade, Whitehall,
23 January 1867.

Sir,

I AM directed by the Board of Trade to inclose a copy of a letter this day addressed to Mr. Gladstone of 10, Brunswick-terrace, Blackwall (one of the shipwright surveyors appointed under "The Merchant Shipping Act, 1854"), respecting the crew space on board merchant ships, and to state that this Board are desirous that you should, if possible, make the inspection referred to with Mr. Gladstone, and frame a joint report on the subject. If you can assist the Board in this case, I am to request that you will be good enough to place yourself in communication with Mr. Gladstone at an early day.

I am, &c.
(signed) *Thomas Gray*,
Assistant Secretary, Marine Department.

Dr. Dickson,
(per favour of
Registrar General of Seamen.)

(M. 699.)

Emigration Board to Board of Trade.

Government Emigration Board,
8, Park-street, Westminster, S.W.,
25 January 1867.

Sir,

I HAVE to acknowledge your letter of the 23rd instant, and in reply, to state that in accordance with the request of the Board of Trade we will instruct the medical inspectors under the Passengers Act at the ports of London, Liverpool, and Glasgow, to co-operate with the surveyors of the Board of Trade in the proposed inspection and inquiry into the space accommodation provided for the crews on board merchant ships sailing from those ports respectively. We have no officer at Southampton, and the duty of the Emigration officer, if any passenger ships should clear from that port would therefore devolve on the chief officer of Customs, in whose hands the appointment of the medical inspector would be.

I may explain, however, that with the exception of the port of Liverpool, where the medical inspectors are paid by salary, the remuneration of these officers is by a fee payable by the shipowner, proportioned to the number of passengers examined for each ship. The medical inspectors, therefore, of London and Glasgow will probably expect some remuneration for their services in this matter; and, as we have no funds available for the purpose, we would be glad to be informed how the difficulty is to be met in case it should arise.

I am to add, that we will take an opportunity of consulting with our emigration officers respecting the sufficiency or otherwise of the crew space on board merchant ships, and will acquaint the Board of Trade with the result.

(See also letter of 18 February, p. 37.)

I have, &c.
(signed) *S. Walcott*.

Thomas Gray, Esq.,
&c. &c. &c.

(M. 814.)

Mr. *Elder* (Leith Surveyor) to Board of Trade.

Sir, Leith, 29 January 1867.

In accordance with your instructions of the 23rd instant, I have surveyed 12 sailing vessels in this port relative to the "accommodation provided for the crew," and beg most respectfully to submit the following report.

Vessels Surveyed.

NAME of VESSEL.	Port of Registry.	Register Tonnage.	Height Deck to Deck.	Superficial Feet in Crew Space.	No. of Crew.	Superficial Feet per Man.	Description of Accommodation.
			Ft. in.			*Feet.*	
Moira - - -	Aberdeen -	856	6 9	115	6	19	In deck-house, fitted with berths.
„ - - -	- „ -	„	6 3	280	14	20	In forecastle, fitted with berths, cable hawse pipes in forecastle.
Nazarene - - -	Liverpool -	815	6 3	315	14	22½	Forecastle, fitted with berths, cables, and holes.
Huana - - -	Aberdeen -	843	6 2	217	14	15½	Deck-house in midships, fitted with bert
Annie Laurie - -	Leith -	646	6 6	168	12	14	Deck-house, fitted with berths.
Foreign Trade:							
Royalist - - -	Alloa -	591	6 2	180	12	15	On starboard side of poop, comfortably with berths.
City of Quebec - -	Aberdeen -	526	6 0	190	10	19	Deck-house in midships, fitted with berth
Bell Hill - - -	Liverpool -	499	6 10	143	10	14 3/10	In lower forecastle, fitted with berths, iron vessel, with ventilators, &c.
Rob Roy - - -	Leith -	395	6 0	132	8	16	Deck-house in midships, fitted with berth
Coasting Vessels:							
Eleanor Thomas -	Dundee -	212	6 6	150	6	25	Lower forecastle (berths).
				Cubic ft.		*Cubic feet.*	
Livonia - - -	Arbroath -	167	5 1	438	6	73	Deck-house, aft (berths).
				Sup. ft.		*Sup. ft.*	
Margaret - - -	London -	93	6 0	77	5	15 1/10	Lower forecastle (berths), new vessel launched.
Taurus - - -	Aberdeen -	84	6 0	72	3	24	Lower forecastle (berths), bad ventilation

In selecting the above vessels for survey I have been careful to obtain a fair average as to condition of the ships now in port, and a reference to the table will show that in every case the Act has been complied with as regards space for the accommodation of crew.

The accommodation in the "Moira" and "Nazarene" being in the top-gallant forecastle, and the cables passing through them, is much inferior in comfort to that of the "Huana" and "Annie Laurie," although the space per man is 30 per cent. greater.

The accommodation in the coasting vessels is, as a rule, in the lower forecastle, having neither light nor ventilation, excepting from the companion or deck hatch, which cannot safely be opened in bad weather.

I beg, therefore, most respectfully to submit—

1st. That the space as at present enacted is not sufficient. In the case of the height being not less than 6½ feet, deck to deck, the superficial area as now required, of 12 feet, would be sufficient as a minimum. To increase this might prevent the crew being accommodated on the upper deck, where ventilation and light are easily secured.

Where hammocks are used the requirements of the Act, of nine superficial feet, is not sufficient, as they cannot practically be slung in that space (excepting in a clear 'tween decks, as in a troop ship), from the inevitable loss of half a length at each bulkhead.

2ndly. That

2ndly. That from the position of many of the forecastles ventilation cannot safely be had in bad weather.

3rdly. That, as rule, the hawse holes can only be made water-tight when on a long voyage. Vessels riding at anchor, or frequently requiring to anchor, cannot unshackle the cables to allow the hawse holes to be plugged up, and therefore, forecastles with hawse holes, and cables through them, ought not to be used for berthing the crew.

I am, &c.

The Assistant Secretary, (signed) *Alex. Elder.*
Marine Department, Board of Trade.

(M. 1070.)

Mr. *Barber* (London Surveyor) to Board of Trade.

Board of Trade, Surveyors' Office,
5, East India Avenue, London, E.C.,
5 February 1867.

Sir,

In compliance with the instructions contained in your letter of the 23rd ultimo (M. 269), I have inspected several ships at this port for the purpose of ascertaining whether the provisions of "The Merchant Shipping Act, 1854," with regard to the space appropriated to seamen on board merchant ships, have been complied with.

2. A tabulated statement respecting the crew accommodation of 20 of the ships inspected is hereto appended. It shows the name, port of registry, tonnage, age, rig, and trade of each vessel; the parts of the vessel in which the crew are berthed; the height clear area of deck space, and clear cubic capacity of such parts; the amount of deck space and cubic capacity for each person berthed therein, and the means for affording light and ventilation. It comprises all classes of vessels, from the coasting schooner of 76 tons to the full-rigged ship of 1,263 tons, and the 20 vessels which it contains belong to 13 different ports, and are engaged in nine different trades. (p. 18.)

3. It will be seen from the table, that in the eight vessels of 500 tons and upwards, the crew are berthed in upper forecastles or in deck-houses; that in two vessels, of 369 and 392 tons, the crew are wholly berthed in deck-houses; and that in the remaining 10 vessels the crew are berthed in lower forecastles.

4. It is necessary to explain that where a number of the crew is returned in the table as berthed in a deck-house in addition to a larger number berthed in an upper or a lower forecastle of the same ship, such number represents the petty officers and apprentices. In nearly all vessels, except colliers, the apprentices are berthed with the boatswain, carpenter, or sailmaker in a compartment distinct from the crew. In colliers the apprentices are berthed with the crew in the forecastle.

5. In all classes of vessels which I have inspected, with the exception of colliers, the crew, whether berthed in upper forecastles, deck-houses, or lower forecastles, sleep in fixed bunks or bed-places. The bunks are in two tiers; the bottom of the lower tier is from six to nine inches above the lower deck, and the bottom of the upper tier is equidistant between the bottom of the lower tier and the underside of the deck above. The bunks vary from 21 to 30 inches in width. In colliers the crew sleep in hammocks.

6. In making the inspections, I directed my attention to height, clear superficial area of deck space, clear cubic capacity, light, ventilation, drainage, means for keeping out water from the hawse holes, and general sufficiency for the comfortable lodgment of the crew.

7. With regard to height, it will be seen from the table that in a top-gallant or upper forecastle the greatest height is six feet seven inches, and the least

height five feet four inches; that the height of deck-houses varies from five feet nine inches to six feet six inches; and that the height of lower forecastles varies from five to six feet. In each of these cases a reduction of from six to eight inches must be made for the depth of the beams. I find that colliers, and brigs and schooners in the foreign trade, have the least height; and, in these vessels, the men have to put on their clothes and move about in a stooping posture. The height of six feet is mentioned in the 231st section of "The Merchant Shipping Act," but this is only an alternative provision; for, if the required deck area and cubic space are afforded to each of the crew, it is immaterial, so far as the Act is concerned, how high or low is the height between decks. Under these circumstances, it cannot at once be said that in vessels with forecastles under six feet in height the provisions of the Act have not been complied with.

8. With regard to clear area of deck space, it will be seen from the table that in upper forecastles the clear area in superficial feet per man, varies from 18 to $28\frac{5}{6}$, the mean being 23; that in deck-houses it varies from 13 to $22\frac{1}{2}$, the mean being $16\frac{1}{2}$; and that in lower forecastles it varies from 14 to 27, the mean being 19. The maximum area of deck space required by the Act is 12 superficial feet per man; and, in every vessel which I have inspected, this amount has been exceeded.

9. With regard to cubic capacity of crew spaces, it will be seen from the table that in upper forecastles the amount of space in cubic feet per man varies from 97 to 196, the mean being 181; that in deck-houses it varies from 72 to 139, the mean being 100; and that in lower forecastles it varies from 72 to 138, the mean being 107. The maximum amount required by the Act is 72 cubic feet per man; and in no vessel that I have inspected has there been less than this amount.

10. With regard to light, I find that in the upper forecastles of vessels of modern build light is admitted by round scuttles of glass hinged to a frame on the ship's side, and by a small glazed skylight on the deck above. In older vessels there are deck-lights, and a scuttle which can be kept open in fine weather. In both new and old vessels there are wide doors at the break or entrance of the forecastle, and a hinged or sliding bulkhead above, before, or abaft the windlass. In deck-houses there are sliding windows. As a rule, upper forecastles and deck-houses are sufficiently lighted. Lower forecastles are insufficiently lighted. Of the 10 vessels with lower forecastles, returned in the table, four only are lighted by two small glass prisms let into the deck, each prism measuring at its base, nine inches in length and two inches in breadth. In the remaining six vessels light is admitted by the entrance scuttle only; an opening about 20 to 24 inches square, and which would have to be closed in bad weather. I find that colliers have the darkest forecastles, on account of the smallness and position of the entrance scuttle. In not one of them could I see to make my inspection, or write down my notes, without the light of a candle or a lamp; and, in every vessel that I visited, the men, when looking in their chests for a piece of candle, told me that no lamp is supplied for the forecastle, nor any oil allowed for burning in a lamp. No mention is made in the Merchant Shipping Act of the lighting of crew spaces.

11. With regard to ventilation, I find that in upper forecastles sufficient ventilation is afforded by means of ventilating pipes, deck scuttles, and wide entrance doors. In deck-houses sufficient ventilation is afforded by sliding ports and jalousie shutters. In lower forecastles the ventilation is, as a rule, insufficient. Lower forecastles are not "well ventilated," as required by the Act. The only means of ventilation is the entrance scuttle, an opening of about 20 to 24 inches square. In some cases this has a companion fitted upon it, with an entrance door on each side, so that the lee door may always be open, but this entrance is, in most cases, at the extreme end of the forecastle; and, although foul air may escape out of it, there is no provision for the admission of fresh air at the other end of the forecastle. Many small vessels, and all the colliers that I visited, are without the companion above referred to, and the entrance to the forecastle is covered by a common cap-scuttle upon the combings, which are about 15 inches

in

height above the deck. In vessels with lower forecastles the provision of the ct with regard to ventilation is not complied with. I do not know of any ractical objection to the fitting of portable ventilating pipes with revolving ads, and an iron cap to be put over the openings when the pipes are unshipped r working the forecastle.

12. With regard to drainage, I find that upper forecastles and deck-houses ve scupper holes through the cant upon the deck, and that lower forecastles ave a scupper hole in the after corner on each side, leading into the bilge. hese are sufficient for the purpose.

13. With regard to water coming in through the hawse holes, I find that in me ships the cables pass through iron tubes, which extend from the hawse holes the break of the forecastle, and with this arrangement, no water can enter the orecastle from the hawse holes. In other ships a deep fore-and-aft cant is fitted nd bolted to the deck on each side of the cable range, and a sliding bulkhead is tted between the cant and the deck above, thus forming a distinct compartment or each watch of the crew in the wings of the forecastle. This arrangement also eeps the crew spaces free from hawse hole water. In every case in which the hawse oles are open to the crew spaces I have found that properly fitted hawse plugs re provided. In most merchant ships the fitting of a manger is impracticable, n account of the nearness of the hawse holes to the deck. In reply to my nquiries a chief mate of a ship of 1,200 tons said, "If our cables are unbent we ut in the hawse plugs, and then no water can come in; if our cables are bent e muffle them, that is, we wrap as much old canvas around the cable outside he pipe as will enter the pipe; then we clap a tackle on and bouse the cable aut into the hawse hole, and then no water can come in. Let the men alone, nd they will keep water out, if they are not too lazy." Another chief mate of ship of 1,100 tons said, "If we have any water come into our forecastle it is he men's own fault, they can keep it out if they like; but sometimes they are too azy to parcel the cable when they have the chance, they wait until the ship egins to dip, it is too late then; and, if they get a wetting, it is no more than hey deserve." A very intelligent seaman said to me, in the forecastle of a ship f 600 tons, "We can keep the water from coming in through the hawse holes when the cable is bent and when it is unbent; but if our anchor is down, and we have to pay-out or heave-in, we know it is of no use to stuff anything in, and no nan who is a sailor will make a noise about a little water coming in at such imes as those."

14. The 231st section of "The Merchant Shipping Act" requires every place occupied by seamen and apprentices to be "properly caulked." In many vessels with lower forecastles this is not complied with. There is leakage from around the paul-bitt and the windlass-bitts, and from the waterway and deck seams. In some of the vessels which I visited the mattresses in the bunks were wet from eakage above them, and the sailors on board the colliers informed me that they always keep a water-proof cover to spread over their hammocks.

15. With regard to the general sufficiency of crew spaces for the comfortable lodgment of the crew, it will be seen from the foregoing statements that in ships having upper forecastles and deck-houses the crew are, in most cases, as comfortably berthed as the arrangements and work of a ship will permit, but that in ships with lower forecastles improvement is necessary. On board some of the ships of the latter class I have met and conversed with the captains and owners. They admit that "it is high time something was done," and the general opinion amongst them seems to be that a lower forecastle in the bows is not a suitable place for the crew. One owner said, "It is not a fit place for the men in bad weather; many a time, when the vessel has been diving bows under, have I brought the crew aft and berthed them in the cabin; they should be berthed on the half-deck, either forward or aft; but we can't afford to give up the half-deck, for we have to pay tonnage dues for it as well as for the space the crew at present occupy, and now that freights are so low, and there is such a keen competition with foreign vessels, we must make every inch of space pay freight for which we pay tonnage."

16. The remission or exemption of the tonnage of the crew space, in all classes of vessels, to the extent at present allowed in vessels which berth their crew above the tonnage deck would, perhaps, induce the owners of small vessels to berth the crew in a more comfortable part of the ship, and might prevent a violation of that provision of the Act which requires that the crew space "shall be kept free from goods or stores of any kind." In some of the vessels which I visited hawsers and warps were coiled upon the deck underneath the men's hammocks, and coals, tar buckets, and water barrels were stowed in the space appropriated to the crew.

17. Various opinions have been expressed to me respecting deck-houses for the crews of small vessels. The majority of masters and owners are opposed to them, on the ground of their supposed insecurity, and they refer to instances in which deck-houses and the men in them have either been injured or been entirely washed away. While admitting that a deck-house is a more healthy and comfortable place than a lower forecastle in warm weather, and in vessels carrying cargoes from which heat and offensive odours arise, they say that small vessels, deeply loaded, with a shallow side out of the water and low bulwarks, ship so much water over the bows, and oftentimes behave so badly at sea, that, even if the deck-house should be made as strong as, and should form part of, the permanent structure of the vessel, it would be a very uncomfortable place in cold weather for the crew. Two owners stated to me that in bad weather they had allowed the crews to berth in an unoccupied second cabin on deck, and that the men, after living in it for a day or two, preferred to return and live in the forecastle. On the other hand, a captain told me that the store-room which I saw down forward was once the sailors' forecastle, but he would not allow human beings to live in such a place; he fitted up a house on deck, and the men had been satisfied and comfortable ever since.

18. One other subject which requires attention is water-closet accommodation. The "head" is not a safe place in bad weather, and men will not go out into it, nor will they go into the "main chains." There seems no practical objection to a common pan and screened seat being fitted on board all classes of sailing vessels. Screw steamers of the smallest size are so fitted, but very few sailing vessels have any such arrangement.

19. Some of the vessels which I inspected immediately upon their arrival had very filthy forecastles. I find that, as a rule, captains and officers do not interfere in the matter of cleanliness. A chief mate of a vessel of 1,190 tons said,—"The crew do not like interference in the forecastle; they think that when they leave the deck they ought to be let alone; even when we give them time on a Saturday afternoon, they are too lazy to clean their place out; if there is a boy on board they expect him to do everything, unless we keep him from them." A second mate and boatswain of a vessel of 518 tons, in which there had just previously to my visit been a death in the forecastle from yellow fever, said,—"I have lived for 20 years in a forecastle, and the men now-a-days will not keep their place clean. No matter how old or how small it is, they can keep it clean if they like, but they won't. If they were in the finest forecastle afloat, they would be just as bad. If a man is dirty disposed, all the rules in the world won't make him clean, and if he is too lazy to clear his dirt away after him, the only way is to let him lie down in it. If a captain or officer goes into a forecastle, the men think at once that he is up to some humbug, and it does more harm than good." In the lower forecastle of a vessel of 350 tons, the captain said to me,—"Although the men don't like it, I make it a rule to go into the forecastle once a week." This was the dirtiest and most offensive forecastle I visited. In one fleet of large steam ships sailing out of this port it is the custom to appoint an ordinary seaman as "sailors' steward," and his sole duty is to keep the forecastle and men's mess traps clean.

20. I have met with exceptional cases, and in these the captains have told me that, despite the discouraging facts that by the time the crew of a merchant ship is thoroughly organised it is discharged and dispersed, and that with every new crew the whole work of systematizing has to be begun and gone over again; they

They find that if regulations regarding cleanliness are put in practice when the crew are first shipped, there is little difficulty afterwards in carrying them out, and the men look upon them as part of their regular duty. A captain of a ship of 1,000 tons told me that he never had any difficulty in keeping his forecastle clean, and he was justly proud of its condition at the time of my visit. He said,—"Inspection of forecastles would be a good thing; it has been needed for a long time; but inspection of seamen's chests would be better. Many a man comes on board without a monkey-jacket or a change of clothing in his chest; he brings under his arm a mattress stuffed with a donkey's breakfast; throws it into his bunk; goes to sleep upon it; wakes up steaming; goes out upon the cold deck; rheumatism or diarrhœa follows; and, though shipped and receiving pay as an A.B., he is incapacitated for service for the whole of the voyage."

21. I have been in communication with Captain Lean, R.N., the Government Emigration Officer at this port, and he tells me that in ships which come under the operation of the Passenger Acts, he makes it a rule to see that not only is there a sufficient number of crew on board, but that the space appropriated to the crew is clean, and is as required by the Merchant Shipping Act; and that, if he finds it is not so, he withholds the vessel's clearance until he is satisfied. This effectual measure of withholding the clearance is applied only to ships which come under his official supervision.

22. Although the Merchant Shipping Act defines the amount of space for each man, it does not define the number of men to be carried. A complaint of insufficiency of space might therefore lead to the greater evil of a ship being sent to sea short-handed; and the number of working hands required on board sailing ships of large size is governed now-a-days not so much by size or tonnage as by the amount of mechanism and number of contrivances for saving manual labour with which such ships are provided.

23. Dr. F. G. Moore, the Government emigration medical officer for the port of London, has been associated with me in this inquiry, and his opinion upon the various matters which have come under our notice is appended to this report. p. 20.

I have, &c.
(signed) *Geo. Barber.*

The Assistant Secretary,
Marine Department, Board of Trade,
Whitehall.

A TABULATED STATEMENT respecting the CREW ACCOMMODATION of TWENTY VESSELS ins[pected] the Parts of the Vessel in which the Crew are Berthed; the Height, clear Area of Deck Space, and the means for affording Light and Ventilation.

VESSEL'S NAME.	Port of Registry.	Register Tonnage.	Age.	Rig.	Trade.	ACCOMMODATION FOR CREW [in] UPPER FORECASTLE.							
						Crew.		Height from Deck to Deck.	Clear Superficial Area		Clear Cubic Capacity		How Lighted.
						No.	Sleep in		Of Deck.	Per Man.	Of Space.	Per Man.	
		Tons.	*Years.*					*Ft. in.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*	
Ravenscrag	Glasgow	1,263	1	Ship	Calcutta	20	Bunks	6 7	396	19¼	2,701	135	8 side ports.
White Rose	Glasgow	1,193	4	Ship	Melbourne	–	–	–	–	–	–	–	–
City of Sydney	London	1,181	3	Ship	Calcutta	14	Bunks	6 6	408	29	2,752	196	Scuttle
New Era	N. Shields	725	12	Ship	Madras	18	Bunks	6 0	519	28⅝	3,114	173	Scuttle
Lansdowne	London	715	10	Ship	China	18	Bunks	6 0	328	18	1,968	109	Scuttle
Mary Nicholson	Liverpool	604	4	Ship	China	14	Bunks	5 4	255	18	1,360	97	Scuttle
Rachel	London	576	9	Barque	Madras	10	Bunks	5 7	190	19	1,060	106	Doors
Duke of Wellington	Ardrossan	518	23	Barque	W. Indies	12	Bunks	5 6	233	19	1,281	107	Door
Star of the East	Plymouth	392	2	Barque	Algoa Bay	–	–	–	–	–	–	–	–
Parmenio	Dundee	369	3	Barque	Table Bay	–	–	–	–	–	–	–	–
Oriental	Yarmouth	281	2½	Barque	Table Bay	–	–	–	–	–	–	–	–
Alphington	London	326	11	Barque	Algoa Bay	–	–	–	–	–	–	–	–
Oryx	London	281	9	Barque	Hobart Town	–	–	–	–	–	–	–	–
St. Oswin	S. Shields	346	7	Barque	E. Indies	–	–	–	–	–	–	–	–
Castlehow	Liverpool	260	6	Barque	Valparaiso	–	–	–	–	–	–	–	–
Marsden	Newcastle	235	34	Brig	Collier	–	–	–	–	–	–	–	–
Sunflower	Falmouth	225	8	Brig	River Plate	–	–	–	–	–	–	–	–
Shepherdess	Hartlepool	190	27	Brig	Collier	–	–	–	–	–	–	–	–
Sarah Ann	Cardigan	148	½	Brigantine	Trinidad	–	–	–	–	–	–	–	–
Emmaus	Boston	76	¼	Schooner	Coasting	–	–	–	–	–	–	–	–

Note.—If the seamen sleep in hammocks they shall each have 9 superficial feet of deck, and 54 cubic feet of space, and if they do not sl[eep in] deck space of 9 or 12 feet per man, as the case may be. See 231, Merchant Shipping Act, 1854.

...ort of *London*; showing the Name, Port of Registry, Tonnage, Age, Rig, and Trade of each Vessel, ...acity of such Parts; the Amount of Space and Cubic Capacity for each Person Berthed therein: and

ACCOMMODATION FOR CREW IN

DECK HOUSE.								LOWER FORECASTLE.							
Height from Deck to Deck.	Clear Superficial Area		Clear Cubic Capacity		How Lighted.	How Ventilated.		Crew.		Height from Deck to Deck.	Clear Superficial Area		Clear Cubic Capacity		How Lighted.	How Ventilated.
	Of Deck.	Per Man.	Of Space	Per Man.				No.	Sleep in.		Of Deck.	Per Man.	Of Space.	Per Man.		
Ft. in.	*Feet.*	*Feet.*	*Feet.*	*Feet.*						*Ft. in.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*		
...s 6 6	114	19	744	124	Ports at side.	Door each side.		–	–	–	–	–	–	–	—	—
...s 6 5	522	21	3,349	139	Ditto -	Ditto -		–	–	–	–	–	–	–	—	—
...rs and boys in cabin at front of poop.					—	—		–	–	–	–	–	–	–	—	—
...s 6 0	90	22½	540	135	Deck light	Door -		–	–	–	–	–	–	–	—	—
...ers and apprentices in side houses.					—	—		–	–	–	–	–	–	–	—	—
... ditto	–	–	ditto	–	Deck light	—		–	–	–	–	–	–	–	—	—
...s 6 5	56	14	359	89	Ports -	Door -		–	–	–	–	–	–	–	—	—
... –	–	–	–	–	—	—		–	–	–	–	–	–	–	—	—
...s 6 0	136	13	816	81	Ports -	Ports -		–	–	–	–	–	–	–	—	—
...s 6 0	150	15	900	90	Ports -	Ports -		–	–	–	–	–	–	–	—	—
...s 5 6	39½	13	217	72	Door -	Door -		8	Bunks	5 10	132	16½	770	96	Scuttle -	Scuttle.
...s 5 10	67	16¾	393	98	Door -	Door -		8	Bunks	5 10	125	14⅝	725	90	Deck light	Pipe.
...s 5 9	54	13½	310	77	Door -	Door -		8	Bunks	5 6	115	14	632	72	Deck light	Scuttle.
... - - - - - - - - - - - - -								8	Bunks	5 10	175	21	1,020	127	Deck light	Scuttle.
... - - - - - - - - - - - - -								12	Bunks	6 0	195	16¼	1,170	97½	Deck light	Scuttle.
- - - Not included in the average; very broad bows								6	Ham-mocks.	5 3	220	36	1,155	192	Scuttle -	Scuttle.
- - - - - - - - - - - - -								8	Bunks	5 0	222	27	1,110	138	Deck light	Scuttle.
- - - - - - - - - - - - -								5	Ham-mocks.	5 2	120	24	620	124	Deck light	Scuttle.
- - - - - - - - - - - - -								5	Bunks	6 0	90	18	540	108	Scuttle -	Scuttle.
- - - - - - - - - - - - -								3	Bunks	5 8	60	20	340	113	Scuttle -	Scuttle.

... they shall each have 12 superficial feet of deck and 72 cubic feet of space, or every place occupied by seamen to be 6 feet in height, with a

George Barber,
5 February 1867.

Government Emigration Office, Fenchurch-street, E.C.,
4 February 1867.

HAVING considered the subject of crew accommodation, and having inspected the forecastles of several ships, I am of opinion—

1. That every crew space should have a clear height of six feet.

2. That every crew space should have a deck space of 15 s. feet per man.

3. That every crew space should have an air space of 90 cubic feet per man.

4. That it should be well lighted and properly ventilated.

5. That there should be a water-closet for the sole use of the crew.

6. That the compulsory supervision now applied to passenger ships should be extended to crew spaces on board all ships.

(signed) *J. G. Moore,*
Government Medical Inspector.

(M. 1179.)

Mr. *Gladstone* (London Surveyor) to the Board of Trade.

Surveyor's Office, 5 India Avenue,
Sir, 6 February 1867.

IN reply to your letter of the 23rd January, inquiring whether as a rule the provisions of the Act respecting crew space on board merchant shipping are complied with,

The following are the particulars of space and ventilation of ships that I have inspected,—

"EXPRESS," of Jersey—Fruit Schooner.

Official No. 47,076—Register tons, 96.
Number of crew, including the master, eight, all told; the master, two mates, and steward in cabins aft; four of the crew, berths in forecastle; clear space, cubic feet, 594.
Light and ventilation from companion scuttle, 2 ft. 2 in. by 2 ft. 2 in.

"FANNY," of Salcombe—Fruit Schooner.

Official No. 641—Register tons, 142.
Number of crew, including the master, eight, all told; the master and mate in cabins aft; six of the crew, berths in forecastle; clear space, cubic feet, 459.
Light and ventilation from companion scuttle, 2 ft. 3 in. by 2 ft. 1 in.

"QUEEN OF THE CLIPPERS," of London—Fruit Schooner.

Official No. 45,792—Register tons, 213.
Number of crew, including the master, ten, all told; the master, mates, and steward in cabins aft; four of crew, berths in house on deck; clear space, cubic feet, 346.
Light and ventilation from scuttle and doors.
Two of crew in hammocks in forecastle; clear space, cubic feet, 700.
Light and ventilation from companion scuttle, 2 ft. 6 in. by 2 ft. 4 in.

"WILLIAM GOWLAND," of Middlesborough—Collier Brig.

Official No. 23,578—Register tons, 207.
Number of crew, including the master, seven, all told; the master and mate in cabin aft; five of crew, hammocks in forecastle; clear space, cubic feet, 792.
Light and ventilation from companion scuttle, 2 ft. 6 in. by 2 ft., and a small tube from deck.

"ENDEAVOUR," of Clay—Collier Brig.

Official No. 2,752—Register tons, 180.
Number of crew, including the master, six, all told; the master and mate in cabins aft; four of the crew, hammocks in forecastle; clear space, cubic feet, 827.
Light and ventilation from the companion scuttle, 3 ft. by 2 ft. 2 in.

"PERSEVERANCE," of South Shields—Collier.

Official No. 3,756—Register tons, 161.
Number of crew, including the master, seven, all told; the master and mate in cabin aft; five of crew, hammocks in forecastle, clear space, cubic feet, 752.
Light and ventilation from companion scuttle, 2 ft. 2 in. by 2 ft. 2 in.

JAMES AND ELIZABETH, of North Shields—Collier.

Official No. 2,054—Register tons, 222.
Number of crew, including the master, eight, all told; the master and mate aft; six of ew, forecastle in hammocks, clear space, cubic feet, 864.
Light and ventilation from companion scuttle, 2 ft. 9 in. by 2 ft. 1 in.

"HANNAH," of Fowey—Schooner, Granite Trade.

Official No. 11,494—Register tons, 122.
Number of crew, including the master, six, all told; the master and mate aft in cabin; ur of crew, forecastle, in berths; clear space, cubic feet, 590.
Light and ventilation from companion scuttle, 2 ft. 2 in. by 2 ft. 2 in.

"CUBA," of London—Brig, in Granite Trade.

Official No. 974—Register tons, 137.
Number of crew, including the master, six, all told; the master and mate aft in cabins; ur of crew, forecastle, in hammocks; clear space, cubic feet, 745.
Light and ventilation from companion scuttle, 2 ft. 1 in. by 2 ft. 1 in.

"BRITISH TAR," of London, West India Trade.

Official No. 23,269—Register tons, 357.
Number of crew, including the master, 13, all told; the master and two mates in cabins ft; 10 of crew, berths in forecastle; clear space, cubic feet, 1,200.
Light and ventilation from companion scuttle, 2 ft. 3 in. by 2 ft. 4 in.

"GRACE AND JANE," of London, West India Trade.

Official No. 7,368—Register tons, 309.
Number of crew, including the master, 13, all told; the master and two mates in cabins ft; six of crew, berths in forecastle; clear space, cubic feet, 864.
Light and ventilation from companion scuttle, 2 ft. 7 in. by 1 foot 10 in.; four of crew, erths in house on deck.
Light and ventilation from side scuttles, &c.; clear space, cubic feet, 336.

"MARY JANE," of Troon—Barque, West India Trade.

Official No. 17,087—Register tons, 332.
Number of crew, including the master, 12, all told; the master, two mates, and steward n cabins aft; eight of crew, berths in forecastle; clear space, cubic feet, 1,296.
Light and ventilation from companion scuttle, 2 ft. 6 in. by 2 ft. 2 in.

"REGIA," of London—Barque, Ceylon Trade.

Official No. 44,619—Register tons, 417.
Number of crew, including the master, 14, all told; the master, two mates, and steward ft; 10 of crew, berths in house on deck; clear space, cubic feet, 968.
Light and ventilation from side scuttles, &c.

"COTHERSTONE," of Sunderland—Barque, in Ceylon Trade.

Official No. 28,786—Register tons, 381.
Number of crew, including the master, 14, all told; the master and two mates in cabins aft; six of crew, berths in forecastle; clear space, cubic feet, 980.
Light and ventilation from companion scuttle, also from two tubes through deck at fore art of forecastle; six of crew, berths in house on deck; clear space, cubic feet, 450.
Light and ventilation from scuttles and doors.

"DOLPHIN," of London—Paddle Steam Ship, Foreign Trade.

Official No. 4,356—Register tons, 394.
Number of crew, including master, mates, engineers, &c., 32, all told; the master, mates, nd engineers in cabins; 12 of crew in forecastle in berths; clear space, cubic feet, 1,600.
Light and ventilation from side scuttles, companion hatch, &c.

"LOVE-BIRD," of London, Screw Steam Ship, in Foreign Trade.

Official No. 52,827—Register tons, 562.
Number of crew, including the master and engineers, 19, all told; 16 of crew in top-gallant forecastle, in berths; the master and two mates in poop cabins; clear space in top-gallant forecastle for crew, cubic feet, 1,584.
Light and ventilation from side lights and door at aft part of forecastle; has two hawse holes for cables fitted with bags and plugs to keep out water.

"Sussex," of London—Trading to Melbourne.

Official No. 23,238—Register tons, 950.

Number of crew, including the master, 27, all told; the master, mates, and steward aft in cabin; 18 of crew, in berths topgallant forecastle, four in hammocks ditto; clear space, cubic feet, 3,600.

Light and ventilation from side lights, air scuttles, through forecastle deck, and doors in bulkhead aft; has two hawse pipes for cables, fitted with plugs, &c.; also has a deep cant fitted from hawse pipes aft to convey any water, clear of crew's accommodation in forecastle.

"Caroline Coventry," of London—East India Trade.

Official No. 23,622—Register tons, 888.

Number of crew, including the master, 27, all told; the master, two mates, and steward aft; 19 of crew in forecastle, in berths; four of crew in ditto, in hammocks; clear space for crew, cubic feet, 3,400.

Ventilated by side scuttles, two scuttles through forecastle deck, and at aft part of forecastle.

This ship has two hawse holes for cables, fitted with plugs, and a deep cant fitted from hawse holes aft to convey any water from pipes, clear of crew's accommodation, in forecastle.

"Roman Empire," of London—East India Trade.

Official No. 54,638—Register tons, 1,542.

Number of crew, including the master, 38, all told; the master, three mates, and steward aft; 33 of crew in topgallant forecastle, in berths; clear space for crew, cubic feet, 4,056.

Ventilated by side scuttles, two skylights in forecastle deck; also doors at aft part of topgallant forecastle.

This ship has four hawse holes for cables; they are fitted with plugs to keep water out of topgallant forecastle.

I have, &c.
(signed) *G. J. Gladstone,*
Surveyor.

To the Secretary,
Board of Trade, Whitehall.

(M. 1187.)

Dr. *Dickson* to the Board of Trade.

14, Trinity-square, Tower-hill,
8 February 1867.

Sir,

I have the honour to report, for the information of the Board of Trade, that, in compliance with their desire, conveyed in your letter of 23rd ultimo (M. 269), I placed myself in communication with Mr. G. J. Gladstone, and that, accompanied by him, I have since visited and inspected 18 vessels in the Port of London, with the view of ascertaining the cubic space, and other particulars relating to the accommodation of the crew.

These vessels may be classed in four sections: 1st. Three small vessels employed in the fruit trade, from 96 to 213 tons, lying off Fresh Wharf. 2nd. Four ships trading to India and Australia, from 888 to 1,542 tons, in the East India Docks. 3rd. Six vessels in the West Indian and Ceylon trade, from 309 to 417 tons, lying in the West India Docks; and 4th. Five smaller vessels in the coal and coasting trade, from 122 to 180 tons, in the Limehouse Basin.

The results are as follow:—

Section First.

1. "Queen of the Clippers," of London, 213 tons (oranges, from St. Michael's). January 30. Total number of crew, 10; of men forward, six; four of these are lodged in a deck-house, with four bunks, and an air aperture 5 feet square. Cubic space of deck-house, 346 feet, being 86 cubic feet for each. Two are lodged in the forecastle, entry to which is by a hatch, 5 feet square. Cubic space 700 feet, being 350 feet for each. Deck-house clean, well-aired, comfortable. Forecastle, dark, dirty, close, and damp; two apertures in bulkhead aft, for admission of air to cargo of fruit in hold.

No privy accommodation.

2. "Fanny," of Salcombe, 142 tons. Oranges, from St. Michael's. Total number of crew, eight. Six lodged in forecastle, four bunks and hammocks. Cubic space, 459 feet, being 76 feet for each. Hatch, 4 feet 3 inches square. One air aperture opening to hold. Condition of forecastle much as the other.

No privy accommodation.

3. "Express," of Jersey, 96 tons. Oranges, &c., from St. Michael's. Of crew, five lodged in forecastle; three bunks. Cubic space, 594 feet, being 118 feet for each.

Hatch

atch, 4 feet square. After part of forecastle (used as store-room for sails, ropes, &c.) is acious and dry compared with fore part, where men are lodged, which is very narrow, et, and dirty.
No privy accommodation.

SECTION SECOND.

4. "Roman Empire," of London, 1,542 tons; from Calcutta. Total number of crew, , 26 of whom are lodged in forecastle, on upper deck; accommodation for all in bunks. ubic space, 4,056 feet, being 156 feet for each person. Forecastle spacious, with utters aft, well lighted and ventilated by hatches and skylight. Four hawse holes; plugs sed at sea. No manger.
A water-closet for the crew.

5. "Wave of Life," of Aberdeen, 888 tons; from Melbourne. Of crew, 16 berthed in orecastle, on deck; not measured, but cubic space evidently sufficient. Hawse holes open ertically. No manger.
Water-closet for crew; badly constructed, fall of shoot being imperfect.

6. "Sussex," of London, 959 tons; from Melbourne. Of crew, 20 lodged in forecastle, n deck; 14 in bunks, six in hammocks. Cubic space, 3,600 feet, being 180 feet for ach person; well ventilated and lighted by two hatches. Plugs used for hawse holes; o manger, but two deep cants fore and aft.
Well-constructed water-closet, with stone floor.

7. "Jason," of Greenock; from Calcutta. Could not obtain information as to tonnage, r number of crew. Forecastle apparently sufficiently spacious; part of it screened off; ine bunks on one side; no manger.
No water-closet or other privy accommodation for crew.

SECTION THIRD.

8. "British Tar," of London, 357 tons; from Demerara, February 1. Total number f crew, 13, of whom 10 are lodged in forecastle, below, in ten bunks. Cubic space, ,200 feet, being 120 feet for each person. Hetch, 5 feet square; ventilation insufficient; trong offensive odour from the cargo (sugar) pervaded the place, which was damp all ound from internal moisture and leakage. Funnel wanted.
No privy accommodation for crew.

[Two deaths had occurred from yellow fever at Demerara, in hospital, and one afterwards at sea, on the homeward voyage. In the earlier part of his illness the sufferer lay in this forecastle, but was afterwards placed on deck aft.]

9. "Grace and Jane," of London, 309 tons; from Jamaica. Total number of crew, 13, of whom four are lodged in a deck-house, fitted with bunks. Cubic space, 336 feet, being 84 feet for each person; this house is supported by the water tanks on each side. Six of crew lodged in forecastle below, four in bunks, two in hammocks. Cubic space, 864 feet, being 144 feet for each person. Hatch about 5 feet square.
No privy accommodation for crew.

10. "Mary Jane," of Troon, 332 tons; from Jamaica. Total number of crew, 12, of whom eight are lodged in the forecastle, below, in bunks. Cubic space, 1,296 feet, being 162 feet for each person. Hatch, 5 feet square, and an aperture in deck, forward, for funnel, 5 inches in diameter. This forecastle is spacious and well arranged, the bunks being placed well aft, and comparatively clean, dry, and comfortable.
No privy accommodation for crew.

11. "Regia," of London, 417 tons; from Jamaica. Total number of crew, 17, of whom 14 are lodged in two deck-houses, whose united cubic space is 1,000 feet, being 72 feet for each person. Well aired and lighted, but look rather weak for heavy seas in rough weather.
No privy accommodation for crew.

12. "Wynaud," of London, 327 tons; from Colombo, Ceylon. Of crew, nine were lodged in a deck-house, forward. Cubic space, 630 feet, being 70 feet for each person; six were lodged in an after deck-house, whose cubic space was 587 feet, or 98 feet for each person. These deck-houses were supposed to be of sufficient strength, but, in any "sea," very wet.
No privy accommodation for crew.

13. "Cotherstone," of Sunderland, 382 tons; from Colombo, Ceylon. Of crew, six are in forecastle, below, four in a house on deck. Cubic space of forecastle, 980 feet, being 163 feet for each person; well aired and lighted by well-protected hatch, 5 feet square, and two apertures for funnels, 6 inches in diameter. Deck-house contains four bunks, and has cubic space of 450 feet, being 125 feet for each person. Doorway opens aft, but house often wet and uncomfortable, from pumps of water tanks being placed in its midst.
No privy accommodation for crew.

SECTION FOURTH.

14. "Endeavour," of Clay, Norfolk, 180 tons; with coal. Total number of crew, six, of whom four are lodged below in forecastle, in hammocks. Cubic space, 827 feet, being

206 feet for each person. Very low between decks, 5 feet 2 inches, but with large hatch, 6 feet square; bull's eye, and stove, with funnel; after part of forecastle used as store-room for water-casks, sails, ropes, &c.

No privy accommodation for crew.

15. "Perseverance," of South Shields, 161 tons; with coal. Total number of crew, seven, of whom five are lodged in forecastle, below, in hammocks. Cubic space 752 feet, or 150 feet for each person. Hatch narrow, 4½ feet square; bull's eyes and stove, with funnel. Low between decks; vessel is old, having been built in year 1793. Her bows being very bluff, forecastle has a square, comfortable appearance, with more space for the inmates, and is fitted with lockers and cupboards forward.

No privy accommodation for crew.

16. "Hannah," of Fowey, Cornwall, 122 tons; with granite. Total number of crew, six, of whom four are lodged in forecastle, below, in bunks. Cubic space, 596 feet, being 149 feet for each person. Hatch 4½ feet square, entering to a short passage betwixt two store-rooms, placed abaft forecastle, and leading to it. Two bull's eyes in deck, and stove, with funnel.

No privy accommodation for crew.

17. "James and Elizabeth," of North Shields, 222 tons; with coal. Total number of crew, eight, of whom six are lodged in forecastle, below, in hammocks. Cubic space, 864 feet, being 143 feet for each person. Hatch 5 feet square, well protected; two bull's eyes, and stove with funnel. Low between decks, but square and roomy.

No privy accommodation for crew.

18. "Cuba," of London, 137 tons, stone, from Jersey. Total number of crew, six, of whom four are lodged in forecastle, below, in hammocks. Cubic space, 745 feet, or 186 feet for each person. Hatch, small, 4 feet 2 inches square, abaft windlass, with very low combings. Two bulls' eyes in deck, and stove with funnel; having bluff bows, forecastle is square, and comparatively spacious.

From this statement it appears that the crew-space varies considerably in the different classes of ships, and in different ships of the same class; yet it does not follow that real superiority in accommodation can be estimated in this way, or by measurement alone. For example, the average of 12 forecastles below decks gives 164 cubic feet per man, while the mean of 6 houses on deck yields only 89 cubic feet per man. But for ventilation, light, &c., the deck-houses have unquestionably the advantage. They are compactly built, of a square form, and, having no waste room, are devoted entirely to the crew. The forecastles, on the contrary, are triangular, with useless dark corners, too often the receptacles of rubbish and dirt, and are encroached on, in many instances, by water-casks, sails, ropes, and other stores, filling up the better portion of the space, viz., aft. When this is not done, and light and air are admitted in sufficient quantity, as in Nos. 10 and 13, forecastles can be rendered tolerably comfortable places of abode. It may be observed that in the colliers, particularly those of great age, as in 15, where, from the form of the vessel, the forecastle is square, that, although low betwixt decks, there is more available space than in the smarter-looking more modern vessels.

In the first section of vessels examined, viz., those in the Portuguese and Mediterranean fruit trade, the forecastle accommodation of the crew was found to be very bad, not excepting No. 1, in which the space was greater than any other. This vessel, however, had an excellent deck-house for two-thirds of her crew, giving 86 cubic feet for each. The cubic space of the three forecastles inspected gave a mean of 181 feet for each inmate, but dark, damp, and squalid.

The second section includes the only large ships examined. Four were visited, but in two of them, from the heavy rain and the absence of any one to give information, no measurement was taken. The mean cubic space of the two others was 168 feet per man, in deck forecastles, well aired and lighted, and, if the hawse-holes are well plugged at sea, dry and comfortable. When these cannot be closed completely, a manger would be an improvement. In No. 6 we saw an approach to this, which is doubtless sometimes serviceable, but in none was there any manger or these hawse-tubes, which are said to be sometimes provided in ships of this class.

In section third (the Tropical colonial traders), the accommodation is partly in deck-houses, partly in forecastles. The latter are not so bad as in Section first. The mean cubic space in four vessels was 147 feet per man, but the space was better arranged. Yet the majority, as No. 8, were too dark, damp, and ill-ventilated for long voyages and pestilential climates.

Section

section fourth was found to present better accommodation for their small crews n might have been expected. They were brigs, &c., in the coasting trade, rying coal or stone. Although low between decks, the forecastles were comatively roomy, lighted by bulls'-eyes in the deck, and warmed by stoves with nels, which are useful ventilators. Having no bunks, they could be kept ner and clearer, and some of them were fitted with a semblance of furniture, ich in the other class of vessel was absent. The mean cubic space in this tion was 167 feet per man.

In conclusion, it may be broadly stated that, in all these classes of vessel the ommodation for the crew is capable of considerable improvement, and it uld seem at little expense or encroachment on the space for cargo.

In the larger ships, with forecastles on deck, greater pains should be taken, means of well-known and simple contrivances to keep them dry.

Intermediate ships have generally deck-houses; as a rule, excellent. In some es their size and their strength should be increased; small apertures or funnels uld be provided for air; and better protection, by means of half-doors or nething similar, against the water, which is stated to be their chief annoyance. nuisance like that described in No. 13 should be avoided.

In the smaller vessels the men should be berthed somewhat further aft, changing places, if need be, with the ship's stores. Bulls'-eyes and ventilating nnels are indispensable. In these and the matter of cupboards, lockers, &c., ey might well imitate the example of the humble colliers.

In reporting on each vessel inspected, I have directed attention to a subject hich I think merits consideration.

In only three of these 18 vessels was there any water-closet or privy r the crew; even in so large a vessel as No. 7, we could discover nothing the kind. There is not only an entire disregard of decency, and much scomfort, especially in illness, by the want of some simple and cheap arrangeent, such as is found in the very smallest of Government vessels; but there is ttle doubt that life is occasionally sacrificed from this cause. In rough weather, even in frost, when the ship's side is encrusted with ice, instances occur of men eing lost in this way when precautions are taken; but when no care whatever bestowed on the matter, such accidents can hardly fail to be more frequent.

I have to express my obligations to Mr. G. Gladstone for the measurements ith which he has favoured me. They were taken with considerable difficulty rom the lumbered state of the vessels at the time, and also from the awkward osition in which some of them lay. We were courteously and willingly aided n our inspections by all the persons with whom we come in contact.

I have, &c.

Thomas Gray, Esq., (signed) *Walter Dickson*, M.D.
Assistant Secretary, Marine Department.

(M. 1188.)

Mr. *Murray* (Southampton Surveyor) to Board of Trade.

Sir, Southampton, 9 February 1867.

In accordance with instructions received from the Board of Trade by letter dated 23rd January 1867 (M. 269), I have the honour to report that I have measured 12 average or typical merchant ships at this port for crew-space, &c., the particulars of which are shown in the tabular statement accompanying this letter. As almost the only ships frequenting Southampton are steam-ships, I have necessarily confined my inquiry to this class.

I find it to be the usual custom in these ships for the sailors, firemen, and coal-trimmers to occupy a forecastle on the upper deck (the sailors taking one side and the firemen, &c., the other); and for the stewards and other ship's servants to sleep in a cabin appropriated to their use on the lower deck. I may observe

that the proportion of firemen and coal-trimmers to sailors in a first-class passenger steamer is about 35 of the former to 30 of the latter.

I find the forecastles to be generally of good capacity and height, perfectly protected from the weather, and well ventilated both by side-scuttles and deck-hatches. They are universally fitted with manger-boards to stop any water that may enter through the hawse-holes, and the deck is generally dry and clean. In several ships (chiefly those of the Royal Mail Company) roomy washing-houses are erected on the deck forward for the crew to wash themselves in. This is a great comfort to the men, but more especially to the firemen and coal-trimmers, and saves the floor of the forecastle from being wet. When soapy water is spilt upon the confined deck of a forecastle it soon becomes very offensive in hot climates, and must be prejudicial to the health of the men.

The only forecastle I have measured which appears to be at all over-crowded is that of the "Ripon," in which, although the deck-area is sufficient according to the Act, the quartermaster of the ship informs me he can scarcely find room for all the hammocks required.

In all the forecastles I have visited, the crew sleep in hammocks, removed by day, which is more conducive to cleanliness than berths. In the two steam-colliers, however, the men sleep in berths. The forecastles are kept in these ships exclusively for the crews, unencumbered with stores of any kind.

With regard to the space usually allotted to stewards and ship's servants on the lower deck, I cannot report quite so favourably.

In several of the ships they are well provided both with space and ventilation (as will be seen by the tabular statement); but in other ships these are both very deficient. In three instances ("Douro," "Delta," and "Celt,") the space allotted falls below that required by the Act; while in five ships ("Douro," "Oneida," "Ripon," "Delta," and "Celt,") the ventilation is very contracted, being, I should say, not sufficient for the preservation of health.

At the same time I am informed by the officers of the ships, that although these spaces are fitted with the number of berths indicated, in reality the berths are seldom or never fully occupied, as the stewards have leave to sleep in unoccupied cabins in various parts of the ship, or upon the saloon sofas.

The warrant officers and upper servants are provided with accommodation in cabins of sufficient capacity.

I have only to add, that the superintendents and officers of the ships have afforded me every facility in making this inquiry; and I believe that any suggestions offered by the Board of Trade for the increased comfort of the crews belonging to any of the steam-ship companies at this port will be well received, and will have immediate attention.

I am, &c.
(signed) *Robert Murray*,
Board of Trade Surveyor for the Port and District of Southampton.

The Assistant Secretary,
Marine Department, Board of Trade.

Requirements of the Act { If crew-space is over 6 feet high, for each man in hammocks, 9 superficial feet; or in berths, 12 superficial feet.
If - ditto is under 6 feet high - ditto - ditto 54 - cubic feet; - ditto - 72 cubic feet.

Name of the Ship (Steamer).	Port of Registry.	Nature of the Voyage.	Gross Tonnage.	Total Number of Crew.	Forecastle, for Sailors, Firemen, and Coal-trimmers.									Accommodation for Stewards and Ship's Servants.									Owner of the Vessels.
					Total Deck Area.	Height between Decks.	Hammocks or Berths.	Number of Men who Sleep in Forecastle.	Deck Area per Man.	Total Cubic Space.	Cubic Space per Man.	Total Ventilation through Side Scuttles.	Total Ventilation through Deck Hatches.	Total Deck Area.	Height between Decks.	Hammocks or Berths.	Number of Men who Sleep in Cabin.	Deck Area per Man.	Total Cubic Space.	Cubic Space per Man.	Total Ventilation by Side Scuttles.	Total Ventilation by Deck Hatches.	
		Southampton to:	*Tons.*	*Men.*	*Sup.ft.*	*Ft. in.*		*Men.*	*Sup.ft.*	*Cub.ft.*	*Cub.ft.*	*Sq. ft.*	*Sq. ft.*	*Sup.ft.*	*Ft. in.*		*Men.*	*Sup.ft.*	*Cub.ft.*	*Cub.ft.*	*Sq. ft.*	*Sq. ft.*	
Douro - -	London -	West Indies -	2,823	130	1,140	7 8	Hammocks	71	16	9,812	136	11	40	164	7 0	Berths	18	*9·1*	1,148	63·8*	2*	0*	Royal Mail Company.
Shannon - -	ditto - -	ditto - -	3,471	134	1,525	7 0	ditto -	83	18	10,875	131	8	20	360	7 3	Berths	21	17	2,682	127	3·3	4·14	- ditto.
La Plata - -	ditto - -	ditto - -	2,404	134	1,073	7 4	ditto -	74	14·5	8,913	120	32	29	612	8 3	Berths	36	17	5,610	155	4	35	- ditto.
Oneida - -	ditto - -	Brazils - -	2,284	127	1,107	6 6	ditto -	73	15	7,462	102	8	14	408	7 0	Berths	20	20	3,164	158	1·7*	1·7*	- ditto.
Poonah - -	ditto - -	Alexandria -	2,152	136	1,288	6 2	ditto -	64	20	8,556	133	7	18	503	7 9	Berths	33	15	3,923	118	15·3	18	Peninsular and Oriental Company.
Tanjore - -	ditto - -	ditto - -	1,971	135	1,010	6 9	ditto -	67	15	7,865	117	10	22	399	6 9	Berths	24	16	2,976	124	4	30	- ditto.
Ripon - -	ditto - -	ditto - -	1,907	106	576	7 8	ditto -	54	10·6*	5,250	97	3·5	14	273	7 3	Berths	20	13½	2,566	128	3·3*	0*	- ditto.
Delta - -	ditto - -	ditto - -	1,618	106	860	6 0	ditto -	54	16	6,480	120	2·3	15	171	7 6	Berths	20	*8·5*	1,282	64*	0·55*	0*	- ditto.
Celt - - -	Southampton	Cape of Good Hope.	1,438	54	648	6 6	ditto -	27	24	5,122	190	4	9	91	7 6	Berths	8	*11·4*	682	85	2*	0*	Union Steam Ship Company.
Anglian - -	ditto - -	ditto - -	661	46	360	7 0	ditto -	23	15	2,856	124	4·6	9	108	6 6	Berths	7	15·4	702	100	1·1	4	- ditto.
																	Average - -	14·3		112·3	- Average.		
Preston Belle -	Liverpool -	Cardiff, Steam Colliers.	about 500	12	238	6 0	Berths -	9	26·5	1,428	158	1·07	6										
Fairfax - -	London -	ditto - -	436	17	282	6 6	Berths -	14	20	1,833	130	1·22	9										
							Average - -		17·5		128	- Average											

Note.—In those few instances where the Provisions of the Act appear not to be carried out, the figures are printed in *italic*. Where the cubic space and ventilation appear to the Surveyor to be insufficient for the health of the men, the figures are marked thus (*),

Southampton, 9 February 1867.

Robt. Murray, Surveyor to the Board of Trade.

(M. 1535.)

Mr. *Campbell* (Liverpool Surveyor) to Board of Trade.

17, Tower Buildings, Liverpool,
Sir, 19 February 1867.

In compliance with your Lordship's letter of 23rd ultimo, requesting me to inspect a number of ships visiting this port, and ascertain whether as a rule the provisions of the Act respecting crew-space on board merchant ships are complied with:

I have the honour to report that, in conjunction with Dr. Holcombe, I have examined the accommodation given to crews on board of 28 ships; nine of which were vessels above 1,000 tons register, seven of those were sailing vessels and two were steamers, and the most of them were trading to tropical climates; none of them were ventilated, five were short of light, two were short of space, and the decks of two were not properly caulked and watertight.

Four vessels were from 400 to 1,000 tons register, all sailing vessels, and trading to tropical climates; none of them were ventilated, three were not lighted, and one of them was short of space; the decks of three were not properly caulked and watertight, and two were only five feet from floor to deck.

Seven vessels were from 200 to 400 tons register, all sailing vessels, and occasionally trading to tropical climates; none of them were ventilated or properly lighted; the decks of three were not properly caulked and watertight, and one was only five feet four inches from floor to deck; eight were coasting vessels from 70 to 400 tons register, five of which were steamers and three sailing vessels; none of them were ventilated, three not lighted, and one was short of space, and the decks of two were not properly caulked and watertight.

The crews of the afore-mentioned vessels are either berthed in forecastles, topgallant forecastles, or deck-houses, and the Act is not fully complied with in any case, and is not enforced; the hawse-pipes in vessels where the crews are berthed in topgallant forecastles ought to be plugged up, unless when the vessels are going in or out of Channel, at which time the chain cables are bent, and even then, if due care were exercised, they could be made watertight; and this is only a grievance when not properly attended to.

The space allowed by the Act for the crew is, in my opinion, too small for their health and comfort, and ought to be increased to 18 superficial feet for each man, measured on the floor of the place, whether the men sleep in berths or hammocks, and in no case should the height be less than six feet from floor to deck; if this mode were adopted the check by cubic capacity would be unnecessary, and every such place should be lighted as well as ventilated, light being as essential to health as ventilation. I would also suggest that forecastles should be separated from the holds by proper bulk-heads.

I have, &c.
The Secretary, Marine Department, (signed) *William Campbell.*
Board of Trade.

(M. 1536.)

Dr. *Holcombe* (Medical Inspector of Emigrants, Liverpool) to Board of Trade.

Sir, Liverpool, 20 February 1867.

In compliance with the request made by the Board of Trade to the Emigration Commissioners, that they would be good enough to associate one of their medical inspectors with an officer belonging to your department, to inquire as to whether the provisions of the Merchant Seamen's Act were complied with, and whether the accommodation required by those provisions is sufficient for the health and comfort of the crew, I beg to inform you, for the information of the Lords of the Committee of the Privy Council for Trade, that I accompanied Mr. Campbell on board 28 vessels of different sizes; and with few exceptions, although the space allotted to the crews was in accordance with the Act of Parliament,

Parliament, the ventilation of all was most imperfect, and it appears to me to have been made more with the intention of studying convenience, than that of the sanitary welfare and comfort of the crews.

We found the forecastles of the small coasting vessels very dark, and much too low, with the ventilation wholly depending upon the practicability of having, if it be a door by which the men enter, "the door open," if it be a hatchway, "the hatchway open;" as, however, these entrances have in stormy weather to be closed, the air at times must be most stifling, impure, and injurious to health.

As regards the ocean vessels, the space allotted to the crews exceeds the scale prescribed by the Act of Parliament: nevertheless the ventilation is made to depend upon the side-scuttles and the forecastle doors being opened, which in all weathers cannot be accomplished, and even when they are opened, they not only frequently cause contention and disputes among the men themselves, but are very defective and prejudicial to health; for while the men sleeping nearest to the door complain of having too strong a current of air blowing upon them, those distant from the door complain of having too little. The same observation is applicable to the side-scuttles, only they are still more pernicious to health; for, when open, currents of air are established in such order, that the hot impure current "generated during respiration and exhaled from the men's bodies" is concentrated, and inhaled by the man over whose berth it passes to take its exit by the side hole, while by another hole a cold current of air comes blowing in at a velocity in proportion to the exit of the hot impure current, which must be far from agreeable to the man over whose berth it passes, and well calculated to occasion colds and rheumatism.

To obviate this, I should recommend for the consideration of the Board of Trade the necessity of having, in ships making long voyages, two ventilators to pass through the deck: those used by the emigration officers of this port, for ventilating the hospitals of the Australian ships, are admirably adapted for this purpose; they are strong, admit light, and, as they work upon a screw, the draught of air can be regulated according to requirement; besides these, I would have two holes cut through the forecastle doors, the top hole should be fitted with a sliding shutter, made with glass, through which light would be always passing, and, when required, might be used to increase the ventilation. The lower hole should be so constructed as constantly to admit a current of cold pure air, but to exclude the water. For the small coasting vessels, perhaps one ventilator, with the opening in the door, might be sufficient.

I would also suggest that the minimum height of the forecastles be 6 feet, and that a space of 18 superficial feet be allowed to each man, and that a small stove, fitted up for them, would greatly add to their comfort and health.

With regard to the hawse-holes admitting water, there can be no doubt at times they do so, but there must be great carelessness upon the part of the men themselves if they admit it to the extent reported.

I remain, &c.
(signed) *Chas. Alex. Holcombe*, M.D.,
Senior Medical Inspector of
Thomas Gray, Esq. Emigrants.

(M. 1599.)

Mr. *M'Kinlay* (Glasgow Surveyor), to the Board of Trade.

Sir, Glasgow, 16 February 1867.

In obedience to the instructions contained in letter (M. 269.) I beg to append a list, selected from about 100 vessels whose forecastles I have inspected, and the number in which I have taken the liberty to somewhat augment from that required, with the view of fairly representing the condition and size of those in ships of various tonnages, grades, and trades, and as recently found by me about Glasgow and the Frith of Clyde. The plan I propose is simply to present the ships individually, with notes of the situation, condition, and size of their crew-spaces as I saw them, reserving any general remarks to the last, and which arrangement I trust will meet with your approbation.

Ship of 744 tons, engaged in the North American timber trade; berths a crew

of 16 people under topgallant forecastle, which is open from side to side, and where windlass and chains are wrought. No plugs seen for hawse-holes. No light except from four small dead-lights on top of forecastle deck, about seven inches long by two inches broad; when windlass and entrance doors are closed no special ventilation. Space, clear of chains, and including bed-berth, about 14 square feet, and 84 cubic feet per berth.

Ship of about 700 tons, engaged in the North American timber trade; berths a crew of 12 people under topgallant forecastle, which is open from side to side, and where windlass and chains are wrought; no doors to enclose forecastle above windlass; when ship is at sea only a small breakwater underneath; no dead-lights, no side-lights, no plugs seen for hawse-pipes; light and air alone by doors at sides, and open spaces above windlass. Must be miserably cold living here in the spring and fall voyages of this trade. Space, berth included, clear of chains and other incumbrances, about 19 square feet, and 117 cubic feet per berth.

Ship of about 700 tons, engaged in the North American trade; berths a crew of 15 people under topgallant forecastle, which is open from side to side, and where windlass and chains are wrought; two small dead-lights from above; no plugs seen for hawse-pipes; doors for windlass; no special ventilation when all are closed. Space, including bed-berth, clear of chains and other incumbrances, about 15 square feet, and 82 cubic feet per berth.

Ship of about 850 tons, engaged in the North American trade; berths a crew of 11 people under topgallant forecastle, which is all open except a space for four berths; windlass and chains worked here; no plugs seen for hawse-pipes; no ventilation or light except by windlass doors, and doors proper to the berths; forecastle leaky. Space, berth included, clear of chains and other incumbrances, about 20 square feet, and 111 cubic feet per berth.

Barque of about 630 tons, engaged in the North American trade; berths a crew of 12 people in a deck-house by aft-foremast, with the only door and only window for light in the forepart; no ventilation except by door, which cannot be kept open in all weathers; total internal capacity, berth included, 16 square feet, and 96 cubic feet per berth.

Ship of 1,045 tons, once employed in the Australian trade, but now bound for Montreal; berths a crew of 20 people on both sides of topgallant forecastle in two narrow strips (bulkheaded off from windlass and chains) about 7 feet 6 inches wide at the broadest part, in which there is no light except by two small dead-lights in deck on each side, of about 8 inches long by 2½ inches broad; places quite dark when doors are closed, and no other means of ventilation; damp and leaky. Space, including berth, about 19 square feet, and 123 cubic feet per berth.

Steamer of about 1,200 tons, engaged in the United States and St. Lawrence trades; berths a crew of 20 people in two narrow strips under each side of topgallant forecastle, of 6 feet 6 inches and 7 feet 6 inches broad at the widest parts respectively, and bulkheaded off clear of windlass and chains; three small deck-lights and one side-scuttle each side; side-scuttles cannot be opened except in fine weather. No other means of ventilation except by entrance doors, and place dark and close when these are shut. Space, including berth, about 13 square feet, and 89 cubic feet per berth.

Ship of about 740 tons, engaged in Montreal trade; berths a crew under topgallant forecastle, which is open from side to side, and not encumbered by either windlass or chains, which are all worked on the top, and from whence the chain-pipes lead without interfering with the crew-space under the forecastle at all (an arrangement that might be copied with advantage, as it permits of the afterpart of the space being permanently bulkheaded across), in which there were two doors and two windows introduced; four deck-lights from above, and two side-lights, which might be opened except in very bad weather. Clear space, including berth, about 16 square feet, and 92 cubic feet per berth.

Ship of about 730 tons, engaged in the Montreal trade; berths a crew of 16 people in forecastle under maindeck, and which is entered by a small companion, covered by a tarpaulin to keep it tight, and lighted at afterpart by a circular skylight on main deck of about 18 inches diameter, but neither this nor the companion can be kept entirely open at sea except in very fine weather. No other means of ventilation. Space, including berth, about 12 square feet, and 82 cubic feet per berth.

Ship of about 800 tons, engaged in the Montreal trade; berths a crew of 14 people, under topgallant forecastle, which is open from side to side, where windlass

lass and chains are worked, and where hawse-pipes open into, and for which latter no plugs or slides were seen; small skylight on top and three 6-inch side-lights give a moderate amount of light, and also ventilation when they can be opened in fine weather. Space, berth included, about 18 square feet, and 113 cubic feet per berth.

Ship of about 1,000 tons, engaged in the East India trade; berths a crew of 18 people under topgallant forecastle, which is open from side to side, and where windlass and chains are wrought two hawse-holes are pierced in each bow, for which there are grooves provided for the introduction of slides to close them up when chains are unbent, but no slides seen, nor any special method of ventilation except by two 6-inch side-lights that might be opened in fine weather, and which, with the doors at after-part, form the only access for light. Clear space, berth included, when chains are unbent, about 26 square feet, and 157 cubic feet per berth.

Ship of about 570 tons, engaged in the East India trade; berths a crew of 13 people underneath topgallant forecastle in two narrow strips, one on each side, of about six feet nine inches wide at the broadest part, and bulk-headed off from the space required for the working of windlass and chains. No light or ventilation whatever when doors are closed; inside of berths, damp; outsides have been whitewashed. Forecastle evidently leaky, having canvas nailed up to throw wafer off berths, which themselves seemed rather ricketty. Space, including berth, about 12 square feet, and 71 cubic feet per berth.

Ship of about 565 tons, engaged in the East India trade; berths a crew of 15 under topgallant forecastle, which is open from side to side, except a small part partitioned off for sailmaker and carpenter; windlass and chains worked here, and no hawse-plugs seen. Three 6-inch lights, which may be opened in fine weather for ventilation, admit the only light when entrance doors in after-part are closed. Space, berth included, clear of chains, about 12 square feet, and 63 cubic feet per berth.

Ship of about 650 tons, engaged in the East India trade; berths a crew of 17 people under topgallant forecastle, which is open from side to side, except a small part partitioned for carpenter, sailmaker, cook, and boatswain, which latter has neither light nor ventilation of any sort when the door is closed, and there being only one side-light to admit light and air into all the rest of the space when its door is closed; no other ventilation; no hawse-plugs seen, and very questionable whether the forecastle be tight at sea. Space, including berth, clear of the lead of chain, about 14 square feet, and 87 cubic feet per berth.

Barque of about 430 tons, engaged in the South American trade; berths a crew of 12 people in forecastle under main deck, which is entered by a small companion, and lighted by two 6-inch side-scuttles, which cannot be opened at sea. Place dark when companion is closed, and only partially ventilated through the medium of an iron pawl-bite. Space, including berth, about 12 square feet, and 72 cubic feet per berth.

Barque of about 500 tons, engaged in the South American trade; berths a crew of eight people in forecastle under main deck, and entered by a small companion, which, with two 6-inch side scuttles give all the light admitted. No special means of ventilation when scuttles and companion are closed at sea. Space, including berth, about 10 square feet, and 70 cubic feet per berth.

Barque of about 500 tons, bound for San Francisco; has bed-berths for 13 persons in forecastle under main deck, but only nine were said to have lived there last voyage. Companion small, and apparently leaky. One side-scuttle on each side gives the only light, except what straggles down the companion; but they cannot be opened at sea for ventilating purposes. Place dark, damp, and close. If bed-berths were all filled there would be about nine square feet, and 67 cubic feet per berth. If only nine people lived below there would be about 12·5 square feet, and 97 cubic feet per person.

Ship of about 486 tons, bound for San Francisco; berths 10 of a crew in forecastle under main deck, and which is entered by a good companion, and lighted by two 5-inch side-scuttles on each side, that cannot be opened at sea in bad weather. No other means of ventilation, except by companion, when it can be kept open. Otherwise the place has a roomy and comfortable appearance, with plenty of head-room, being seven feet three inches from deck to deck, and the only forecastle into which a table was introduced of any size, and capable of messing the crew comfortably. Space, berth included, about 20 square feet, and 150 cubic feet per berth.

Barque of about 300 tons, engaged in the West India trade; berths a crew of eight in forecastle, under main deck, and entered by a scuttle of only about 20 inches high. One 3-inch glass in deck might be unscrewed for ventilation in very fine weather; no side-lights; two dead-lights in deck, seven inches long by two inches broad. Very close and damp, and nearly quite dark, when entrance scuttle is closed; space, berth included, about 11 square feet, and 67 cubic feet per berth.

Ship of about 400 tons, engaged in the West India trade; berths a crew of eight people in deck-house amidships, in which there were two dead-lights and four windows at sides nailed up, and consequently the place was quite dark when door was closed, and lacking ventilation very much. With the closed-up windows opened, no doubt there would have been enough of light inside. Space, including berth, about 12 square feet, and 67 cubic feet per berth.

Barque of about 350 tons, engaged in the West India and Mediterranean trades; berths a crew of 10 people in deck-house, which is lighted by three deck-lights of about seven inches long by two inches broad, and no windows or side-scuttles or other means of ventilation when door is closed, and which must make the place very unwholesome, particularly as the galley forms part of the house. Dark and leaky; space, about 12 square feet, and 91 cubic feet per berth included.

Brig, of about 213 tons, last from the Black Sea; berths a crew of eight people under main deck, which is entered by the monkey companion on hatch, and covered with tarpaulin to keep the water out, and a stair leading down, represented by a few pieces of rend nailed on to bulkhead, that the toes would scarcely lay hold on. Light introduced by three small deck-lights, seven inches long by two inches broad. No side-lights, and nothing whatever in the shape of ventilation when the companion is closed. Place quite dark, and atmosphere stifling, and the forecastle sole covered all over with sails, ropes, blocks, tar-buckets, &c. People were sleeping in hammocks, and had a deck-space of about 23 square feet, and 121 cubic feet per hammock, the space occupied by the above stores included.

Brigantine of about 200 tons, last from the Black Sea; berths a crew of six people in forecastle, under main deck, and which was entered by a scuttle having a coaming of not above four inches high. Neither light nor air can enter this forecastle, except this scuttle be open, which, from its construction, can only be in fine weather. Place perfectly dark, exceedingly damp, and atmosphere almost unbearable, and space occupied by water-cask, sails, ropes, warps, &c., included in 12 square feet, and 70 cubic feet per hammock.

Barque of about 300 tons, engaged in the Coast of Africa trade; berths a crew of 12 people under main deck, which is entered by a common scuttle 18 inches high; two deck-lights and two side-lights, which can be opened in fine weather, give all the light and air admitted except by scuttle. Place damp. Space, berth included, about 16 square feet, and 96 cubic feet per berth.

Barque of about 300 tons, engaged in the Coast of Africa trade; berths a crew of 10 people in deck, which is attempted to be ventilated by four small venetians, and lighted alone by door when open. Space, including berth, about 11 square feet, and 67 cubic feet per berth.

Barque of about 320 tons, last from Mediterranean; berths a crew of eight people in forecastle under main deck. No light, except by two small dead-lights in deck; and no ventilation except by companion, which cannot be always kept open in bad weather. Companion covered with a tarpaulin, and forecastle leaky. Space, berth included, about 12 square feet, and 70 cubic feet per berth.

Steamer of about 400 tons, engaged in the Mediterranean trade; berths a crew of nine people in forecastle under maindeck, which is lighted by two 5-inch side-lights that can never be opened at sea for ventilating purposes. Space, including berths, about 10 square feet, and 66 cubic feet per berth.

Steamer of about 600 tons, engaged trading to Portugal; berths a crew of eight people in forecastle below deck, and which is entered by a scuttle companion on monkey forecastle about 11 inches high. Four 6-inch side-lights give the only light, but cannot be opened at sea for ventilating purposes, and there is no other mode, except by entrance scuttle when it can be kept open. Space, berth included, about 10 square feet, and 70 cubic feet per berth.

Steamer of about 354 tons, trading to France; berths a crew of 10 people in forecastle under maindeck, which is bulkheaded up the centre fore and aft, and is lighted by one side-scuttle on the starboard side, and the other not lighted at all, except by companion. No ventilation whatever, and the place dirty and close.

close. Space, including berth, about 8 square feet, and 53 cubic feet per berth. Figures give but an inadequate idea of the cramped up condition of this and the two following vessels' forecastles, as it is scarcely possible to move in them.

Steamer of about 400 tons, bound to Spain, has eight bed-berths in forecastle below maindeck, which is lighted by one 6-inch side-light on each side, that cannot be opened at sea except in very fine weather. No other ventilation, except by companion, which has a tarpaulin on top to prevent water coming down. Space, including berth, about 8·5 square feet, and 57 cubic feet per berth.

Brigantine of about 253 tons, engaged in coasting trade, berths a crew of seven people under line of maindeck in forecastle, into which there is no light except what gets down companion; and no other means of ventilation. Place damp and dark. Space, including berths, about 9·9 square feet, and 58·5 cubic feet per berth.

Brigantine of about 180 tons, engaged in the coasting trade, has 10 berths below deck in forecastle for eight people, in which there are neither deck-lights nor side-lights, nor any other means of lighting and ventilating the place, except by the entrance trap-scuttle. Dirty and close, with lots of refuse lying about. Space, including berths for eight people, about 12 square feet, and 75 cubic feet per berth.

Brig of about 150 tons, engaged generally in the coal trade, berths six people in forecastle under maindeck, which is entered by a trap-scuttle 16 inches high and leaky. Forecastle quite dark, with neither light nor ventilation, except by scuttle, and quantities of ropes, blocks, sails, &c., laying about. Space, including berths and the above stores, about 20 square feet, and 115 cubic feet per berth.

Brig of about 132 tons, engaged in the coal trade, berths four people in forecastle below maindeck, and which is entered by a trap-scuttle about 10 inches high. Forecastle has neither light nor air except by the scuttle, and is very cold and damp, and evidently leaky, with blocks, ropes, sails, &c., strewing about. Space, including berths and these stores, about 22 square feet, and 144 cubic feet per berth.

Schooner of about 78 tons, engaged in the coal trade, berths two people in forecastle below maindeck, and entered by a trap-scuttle 14 inches high, and about falling to pieces, as are also the few remaining steps of an old broken ladder leading below. Forecastle has neither light nor air, except by scuttle, and is evidently leaky, and full of ropes, blocks, guns, water casks, &c. Space, berth included, about 27 square feet, and 144 cubic feet per berth.

From the foregoing it will be observed that the existing spaces, as represented in this list, are sometimes less and sometimes more than what are at present required by the 231st section of the Merchant Shipping Act, when kept free from the encumbrance of ship's stores, tackling, &c.; but, at the same time, as this is not always the case, and even if it were, I am fully of the opinion that the space allowed is much too small, consistent with any degree of cleanliness and comfort. For example, 12 square feet measured on the deck are allowed for each individual that sleeps in a bed-berth; well, these bed-berths, structure included, vary in width from about 19 inches to 24 inches, so that taking a mean of these two widths, and assuming 22 inches to be the average, we have a bed-berth 6 feet long by 22 inches wide as equal to 11 square feet of deck area; but this is not all, for if the average size of a sailor's chest be taken at 3 feet long by 18 inches wide, a further occupancy of deck area is obtained to the extent of 4½ square feet, which added to the 11 square feet required for sleeping accommodation, gives a total occupied area of deck surface of 15½ square feet, or just 3½ square feet more than what he seems to be entitled to by law. It is true that bed-berths are generally two-tier deep, or one above the other; and certainly, when looked at in this light, the aspect is a trifle more favourable, as there may be then left some little standing room; for in this view of the case, the two bed-berths will just occupy the same area on deck as the one does, and hence 11 square feet added to the 9 square feet required for two sailors' chests will give a gross area required for these purposes of 20 square feet, leaving a balance of two square feet to each person out of a total of 24 square feet to which they are both entitled by law. Now, under such circumstances, it is scarcely possible to keep these places clean or free from the debris, consequent on the persons living there being obliged to mess off their knees, their chests, or anywhere, for want of room to erect a table or to move the

chests, to clean out the place, and sweep away the refuse. I think it is just possible, too, that the limited deck area may have something to do with a habit that many sailors are getting into of carrying their whole stock of clothes, and other necessaries, to sea in a bag alone, and without a chest at all, and which, for want of better accommodation, is tumbled into the foot of his bed-berth. And hence, long ere the expiry of a voyage out of the home trade, his entire outfit of both wet clothes, and dry, dirty and clean are either tossing about the bed, or bundled up into one incongruous mass into this bag, his only receptacle. With more space, reasonably necessary accommodation might be provided in every way, which would render cleanliness and comfort possible, and eventually prove beneficial to all concerned. With such a limited space, even with all other considerations favourable, it is scarcely possible to promote either. My impression is, that not less than 18 to 20 square feet should be allowed per bed-berth, and not less than 15 square feet per hammock; and in no instance the height from deck to deck to be less than 6 feet 6 inches as a minimum, and which would permit of the lower tier of berths being raised some distance off the deck, so that the whole place at any time could be easily washed out, and, if under deck, the dirty water allowed to run through scuppers, provided to carry it down to the limbers. Besides, some of the forecastles which I examined were as low as 5 feet 2 inches from deck to deck, which does not admit of the possibility of an ordinary sized person standing upright; and even with 6 feet 6 inches as a minimum from deck to deck, there are always the depth of beams, varying from 6 to 8 inches, according to size and position, as obstructions, to be deducted from the above height, in a vessel tumbling about at sea.

I am also of opinion, that when crews are berthed under topgallant forecastles, that these berths should be permanently and securely partitioned off from the line of hawse holes, where these lead to a windlass in that space; as there exists no certainty how long a ship may be kept baffling about the Channel by contrary winds, and so render it hazardous to unbend the chains, and have the hawse-holes plugged up (even when plugs are provided, which I am afraid, from the few I saw, is rather rare), and the only other resource of muffling the chains outside, previous to unbending, is not to be depended upon to keep heavy water out. This bulkheading should also be carried across the afterpart of these berths in a secure and substantial manner, so that if by any chance the ship should encounter heavy weather, there would be no risk, whilst perhaps shipping a good deal of water, of deluging these berths, or washing the chests out of their places (as has been the case) whilst pitching into it, and before being able to get quit of the accumulated water upon deck. By far the most preferable plan, however, in ships that generally have topgallant forecastles, under which to berth the crew, would be to have substantial houses erected on deck for that purpose, and which would not be liable to those shocks that such forecastles have to sustain whilst labouring in a sea-way; and which, in numerous instances, renders them so very leaky, as to be almost uninhabitable. And to such erections, generally speaking, few, if any, sound practical objections can be raised in almost any class of vessel (except perhaps the very smallest), whilst a good deal could be advanced in their favour; not the least of which would be the very great facilities such would afford for the introduction of an abundance of light and ventilation, that under present arrangement, as will be seen by a reference to the list, are in all cases so very defective; so much so, that in the majority of instances the most ordinary action can scarcely be performed without the aid of an artificial light, generally produced by tallow, or a coarse oil, throwing off a most offensive smoke, which is all the more obnoxious in consequence of the entire absence, except in one solitary instance, of the slightest attempt at a permanent artificial ventilation, or indeed any ventilation at all, save it may be by the entrance doors, companion, scuttle, or side-lights; but in nine cases out of 10 these side-scuttles can never be regularly opened for that purpose at sea, except in the finest of weather, for fear of either filling the forecastle, or deluging the bed-berths with water; hence no current of air can at present be introduced to thoroughly change and renovate the vitiated atmosphere, arising from the perpetual, day and night, burning of a coarse oil, commingling with the gases arising from bilge water, cargo leakage, damp, and refuse of almost all sorts and descriptions; indeed, there were scarcely one of these side scuttles that appeared to have been recently, if ever, opened at all; more especially in the lower forecastle, and at which I was not astonished, when I observe the excessively deep condition in which so many vessels are sent

to

to sea, clear of the land at all seasons of the year, more resembling half-tide rocks, than costly mechanical constructions intended safely to swim, and containing valuable property, and still more valuable lives. There are no practical difficulties of the slightest consequence to be overcome in the way of an ample supply of light and air being introduced into the present forecastles, whether above or below the line of main deck; but I repeat, that these could be better introduced, the place more easily kept clean, and the health and comfort of the crew more effectually supervised, if they were berthed in a strong, well-lighted and well-ventilated deck-house.

Existing forecastles are not only, however, dark and badly ventilated, but they are in many cases very damp and dirty, more particularly in those situated below the line of main deck. The dampness I attribute to two causes, and both preventable. The first is, that the windlass, which is situated on the forecastle-head, has its pawl and fournall bitts let down through this deck into the place where the men live, and from the continual shock and strain these have to sustain in letting go and heaving up the anchor, and, if not very firmly secured, the caulking surrounding them soon becomes loose, and hence any water on the forecastle-head soon finds its way into the forecastle itself amongst the crew. This is easily remedied by timeously unshipping the windlass and re-caulking or re-fastening if need be. The second cause is the badly constructed and inefficient entrances, in the shape of companions and low scuttles, that lead down to these forecastles; few of the former, and scarcely one of the latter, being absolutely water-tight of themselves without the invariable tarpaulin cover fastened over them, not only to help to keep them so, but also to prevent the very structures themselves from being knocked to pieces; and it seemed very questionable, after all, whether this covering kept them perfectly tight or not. I have no doubt, however, but a deal of water gets down by these scuttles, some of which are only a few inches above the deck, and both badly fitted and arranged: and also it may be when they are just a few inches left open in order to prevent the occupants of the forecastle from being suffocated. And the consequence is that the forecastle sole becomes completely water-soaked, so much so that no ordinary heat from any forecastle stove generally in use will ever again eradicate it whilst there.

To the limited deck area, and the great deficiency of light and air already alluded to, may be attributed a deal of the dirt to be found in forecastles; but so long as ships' stores in the shape of sails, warp, blocks, oakum, tar-buckets, &c. &c., are introduced into them, so long will there exist a mass of refuse that scarcely any amount of room will permit of being so thoroughly cleared away as to make it proper for people to be obliged to live amongst it.

The foregoing refer exclusively to where the bulk of the crew were berthed, but some officers are not a deal better. I entered a state-room where a first and second mate had to live, and when both were standing, neither could take a single step in any one direction; and I could well believe that only one could dress at a time. The same was the case with first and second engineers, who had neither light nor air, except a solitary dead-light from deck.

In prosecuting these inquiries I heard a good deal concerning matters not coming fairly within the scope of this report respecting deep loading, insufficient and irregular manning ships, not all carrying lights, bad food, &c., to which I need not further refer. I enclose the doctor's report who accompanied me to a few of the worst cases seen at that time, and previous to the vessels getting shifted, and also a few of the best. 12 Jan.

I am, &c.

The Assistant Secretary,
Marine Department, Board of Trade.

(signed) *Alexander M'Kinlay.*

(M. 1560.)

Dr. *Anderson* to Board of Trade.

1, Woodside-crescent, Glasgow,
12 February 1867.

In company with Mr. Alexander M'Kinlay, Board of Trade Surveyor for the Clyde district, &c., I have inspected a number of vessels of various sizes and in different trades, at the Broomielaw, Glasgow, with a view of ascertaining the nature of the accommodation for their crew.

In hardly a single instance was this, in all respects, such as is desirable for the health and comfort of the crew; but, as a general rule, not without exceptions, the smaller class of vessels were the most defective.

In many instances the hawse-holes were found to open into the apartments containing the berths, so that these, at certain times, cannot fail to be deluged with water and to be accordingly uninhabitable, not to speak of the discomfort from coldness which this arrangement implies.

In almost every instance there was a defective supply of light; indeed, in many cases there was no provision whatever for this, there being total darkness when the scuttle in-door is closed.

In as many instances the ventilation was defective; and in some cases there was no attempt at it, so that on entering some of the sleeping apartments, even with the scuttle open, a disagreeable sense of want of air was immediately experienced.

In one vessel the bunks were in two corners of the apartment, where the atmosphere was airless and stiffling in the extreme.

In some instances, as may be seen from the measurements of the Board of Trade Surveyor, the space for the crew was below that required by the Act, which itself appears to be too little, especially if the amount of space occupied by the bunks and chests of the sailors is taken into account.

In many instances the decks of the sleeping apartments were found to be so low that it was impossible, even in some ships of large size, for a person of medium height to stand erect in them.

To ensure, in a moderate degree, the comfort, health, and self-respect of the sailor, the following recommendations appear deducible from the foregoing:

1. The sleeping apartments should not have the hawse-holes opening into them.

2. A certain amount of light, independent of that admitted through the scuttle, should be enforced in the sleeping apartments.

3. A certain kind, and minimum amount, of ventilation should be enforced, such, for instance, as the ventilating tubes used in emigrant vessels.

4. The minimum amount of space for each sailor, where bunks are in use, should be 15 instead of 12 superficial feet as heretofore, and the betwixt-decks at least six feet at the lowest part in all new vessels of sufficient tonnage to admit of such an arrangement.

T. M'Call Anderson, M.D.

The Board of Trade.

STATUTORY ACCOMMODATION: HOW FAR SUFFICIENT.

(M. 1380.)

oard of Trade to Emigration Board; Seamen's Hospital Society; Dr. *Dickson*; Messrs. *Gladstone* and *Barber* (Surveyors, London); Mr. *Elder* (Surveyor, Leith); Messrs. *Mott* and *Lambton*, Superintendents of Mercantile Marine Offices, Liverpool and Sunderland.

Board of Trade, Whitehall,
Sir, 16 February 1867.

I AM directed by the Board of Trade to transmit to you ( )) the accompanying extract from "The Merchant hipping Act, 1854," sect. 231 (1.) (2.), with reference to the space appropriated o seamen on board merchant ships, and in so doing, I am to request that you ill be so good as to ( ) avour this Board with your opinion ( ) as to the amount f space which should be allowed to seamen for sleeping accommodation. The Board of Trade are desirous of ascertaining at an early day whether, supposing hat the accommodation allowed by the Merchant Shipping Act (section 231) is ept free from stores, it does or does not afford sufficient cubic space, and if it loes not, what amount of space should be allowed for each seaman.

I am, &c.
(signed) *Thomas Gray.*

EXTRACT from "The Merchant Shipping Act, 1854."

SECTION 231. The following rules shall be observed with respect to accommodation on oard (that is to say):—

1. Every place in any ship occupied by seamen or apprentices and appropriated to their use, shall have for every such seaman or apprentice, if they sleep in hammocks, a space of not less than nine superficial feet, and if they do not sleep in hammocks, a space of not less than twelve superficial feet, measured on the deck or floor of such place.

Place appropriated to seamen to have a certain space for each man, and to be properly constructed and kept clear.

2. Every such place shall either be six feet in height from deck to deck, or shall have for every seaman and apprentice, if they sleep in hammocks, a space of not less than 54 cubic feet, and if they do not sleep in hammocks, a space of not less than 72 cubic feet.

(M. 1459.)

Mr. *Gladstone* (London Surveyor) to Board of Trade.

Surveyors' Office, 5 East India Avenue, London, E.C.,
Sir, 18 February 1867.

I CONSIDER that each seaman should have 15 feet of deck space, and 90 feet of cubic space, and that the spaces the men are berthed in should be not less than six feet in height.

I have, &c.
T. Gray, Esq., (signed) *G. J. Gladstone,*
Assistant Secretary, Board of Trade. Surveyor.

(M. 1460.)

Emigration Board to Board of Trade.

Government Emigration Board, Park-street, S.W.,
Sir, 18 February 1867.

I HAVE to acknowledge the receipt of your letter of the 16th instant, and, in reply, to state that in accordance with the intimation conveyed in my communication to you of the 25th ultimo, we have consulted our naval officers at London, (See p. 41.)

Liverpool, and Glasgow on the subject of the sufficiency or otherwise of the space appropriated for the accommodation of seamen on board merchant ships, and I now enclose, for the information of the Board of Trade, copies of the reports we have received from those officers.

We presume that the opinion of the medical officers acting under the Passengers Act will be communicated to you direct through your surveyors, with whom they have been instructed to co-operate in the inquiry.

I have, &c.

Thomas Gray, Esq.,
&c. &c. &c.

(signed) *S. Walcott.*

(Enclosures.)

Government Emigration Office, Liverpool,
Sir, 6 February 1867.

I HAVE to acknowledge the receipt of your letter of the 25th of last month relative to the medical officers of this port co-operating with the Board of Trade Surveyors in ascertaining the space provided for the accommodation of the crews of merchant ships resorting to this port, and you also request that I will give you any information I may possess or can procure respecting the sufficiency or otherwise of the space allowed for the accommodation of the crew.

In reply, I have the honour to state, for the information of the Board, that all ships coming under the Passengers Act are compelled by the officers of this establishment to find sufficient space for the crew, that is 12 superficial feet if the space is fitted with bedplaces, or nine superficial feet if they use hammocks; this is according to the requirements of the Merchant Shipping Act; but, in my opinion, the space ought not to be less than 13 superficial feet at any time; and when the people are berthed under the forecastle, each side should be separated off from the chain cables and hawse pipes with a substantial bulkhead perfectly tight, so that the water coming in from the hawse pipes should not leak into their compartment.

I do not think, from what I have seen on board merchant ships, that there is sufficient care taken in either keeping the forecastle dry or ventilated; in fact, in my opinion, it is impossible to keep crews healthy with such miserable accommodation. The men come from deck wet, and find, on their entering the forecastle, that they are up to their knees in water; this continues, if the ship is beating about in the Channel, sometimes for a fortnight or three weeks together, as they cannot unbend the cables, consequently the water is continually washing through the forecastle.

I have, &c.

S. Walcott, Esq.

(signed) *J. K. Prior*, Commander, R.N.,
Chief Emigration Officer.

Government Emigration Office, 65, Fenchurch-street,
Sir, 8 February 1867.

WITH reference to your letter of the 25th ultimo, I have the honour to state that I made known to the medical inspector for this port, Mr. Moore, the desire of the Commissioners that he should co-operate with Mr. Barber, the surveyor referred to, and I placed myself in communication with that gentleman on the subject. I understand from him that he would, when prepared by the examination of different ships as to the crew-space allotted in them respectively, then request Mr. Moore's medical opinion upon the accommodation afforded in each case. Mr. Moore informed me, yesterday, that he had been in recent communication with Mr. Barber, and that the result of their investigation in the matter is comprised in the following memoranda furnished to me by Mr. Moore, and which he informs me is in concurrence with the opinion and statement made by Mr. Barber to his Board, as follows:—

Recommended that—

1. No crew-space should be less than six feet high;
2. Fifteen feet deck-space should be allowed to each man of the crew;
3. Ninety cubic feet of air-space be allowed to each man of the crew;
4. That the forecastle be lighted and well ventilated;
5. That each ship be provided with a watercloset for the use of the crew;
6. That there be a compulsory inspection, as in the case of passenger ships.

As I presume the Commissioners wish to have my judgment on this important matter, I beg to state that it has always been my practice to inspect the accommodation for the crew in all passenger ships, and often by my suggestion with advantage to the comfort of the men.

Many

Many years ago, previous to the last Mercantile Marine Act, there was much less ttention paid to the health and comfort of the crew by masters and owners than there has een of late years.

Nine feet of deck space has been usually appropriated for each man, either in the lower orecastle, topgallant forecastle, or deck house, in different ships, and sometimes a few in ach place. I have always been of opinion that 12 feet deck-space for each man was a ery fair proportion, and that not less than five feet nine inches would be a reasonable eight; the three inches short of the six feet I consider would be of consequence, as a umber of ships engaged in the southern trade have barely that height in forecastle or eck-house. May I venture respectfully to remark that, in the present competition in he shipping trade, and the mercantile question as regards that of foreign ships competing vith our own, every portion of space not actually requisite for the just and proper accommodation of the men, and which have been found practically sufficient in the best managed hips, is worthy, it appears to me, of the most serious consideration. The cubical contents f the space allotted would be then, I venture to think, sufficiently provided for by 39 feet instead of 54 or 72, as in the Mercantile Marine Act, it being borne in mind that nly half the crew are below at a time, and therefore cannot be equally compared to passengers that are all below at night. I do not venture an opinion upon a compulsory xamination of ships not under the Passengers Acts, as it would involve the appointment f a special person to see that the law was fully carried out. With respect to the topgallant forecastle being often deluged with water through the hawse-holes I have to emark, that no doubt in heavy weather the forecastle is often wet, but hawse-bags are sed in well-regulated ships whilst the chain cables are bent, which would keep out the great ody of water, and what I have often recommended, if cants of about six or eight inches igh were fitted from the outside of each hawse hole to the main deck, properly caulked, hus making a channel for any water that might come in, and keeping the berthing and nessing part comparatively dry. In ships that have a deck-house large enough to berth the crew they would certainly be better accommodated therein. By the present arrangements in our ships, however, nearly the whole of a deck-house is occupied by the water distilling apparatus, bakehouse, passengers' galley, and ship's galley, which sometimes too much contracts the space for recreation on the upper deck, which I presume was the reason for the stipulation in the charterparty, that ships tendering were not to have a deck-house.

I have, &c.
(signed) *I. S. Lean.*

S. Walcott, Esq.,
&c. &c. &c.

Government Emigration Office, Glasgow,
15 February 1867.

Sir,

In answer to the latter part of your letter of the 25th January relative to the space afforded to the men in the merchant vessels at this port, I have the honour to inform you that, as far as I can learn, in the larger vessels there is not so much to complain of, but that in the smaller vessels they are very badly off. The great evil, however, is the want of proper light and ventilation; and in vessels where they carry their crews under the topgallant forecastle, the men are exposed to constant wet; a deck-house for the men to live in would obviate a good deal of this.

I have, &c.
(signed) *H. Mackenzie*, R.N.

S. Walcott, Esq.,
&c. &c. &c.

(M. 1461.)

Mr. *Lambton* (Superintendent, Sunderland) to Board of Trade.

Mercantile Marine Office, Sunderland,
18 February 1867.

Sir,

In reply to the above, I beg to say that it is my opinion that the space allowed for the use of crews under the "Merchant Shipping Act, 1854," supposing it is not encumbered by stores, is not sufficient for the health and comfort of the men, it being, under the most favourable circumstances, a space equal only to a measurement of six feet in length, six feet in height, and two feet in breadth per man, in which he is to sleep, live, and stow his clothes.

I think each man should have at least one-half more space allowed him as berthing accommodation, free from all stores.

I am, &c.
(signed) *John Lambton*, Superintendent.

The Assistant Secretary,
Marine Department, Board of Trade.

(M. 1462.)

Mr. *Barber* (London Surveyor) to Board of Trade.

Board of Trade, Surveyor's Office,
5, East India Avenue, London, E.C.
Sir, 18 February 1867.

Bearing in mind the facts which came under my notice during my recent inspection of crew-spaces, I beg to state in reply to the three questions contained in your letter of the 16th instant, that I am of opinion,—

First. That the amount of space which should be allowed to seamen for sleeping accommodation should be a clear space, for each occupant of the crew-space, of not less than six feet in length, and 20 inches in breadth, and 30 inches in height, that is to say, a clear sleeping-space of 25 cubic feet.

Secondly. That the accommodation allowed by the Merchant Shipping Act (sect. 231), even if kept free from stores, is barely sufficient for the crew and their chests or clothes bags. (The space defined in sect. 231 is inclusive of the space occupied by fixed sleeping berths, a space on which men can neither sit nor stand).

Thirdly. That, in addition to and exclusive of the 25 cubic feet of sleeping-space above mentioned, there should be for each occupant of the crew-space, a clear standing-space of not less than 10 superficial feet, and a clear height from deck to deck of not less than six feet, that is to say, a clear standing-space of not less than 60 cubic feet.

The above will give each occupant of the crew-space a clear height of six feet, and a total clear space of 85 cubic feet. In my opinion this will be sufficient for the crew if they sleep in fixed bunks, as is now generally the case, and amply sufficient if they sleep in hammocks.

I have, &c.
(signed) *Geo. Barber.*

The Assistant Secretary,
Marine Department, Board of Trade,
Whitehall.

(M. 1490.)

Mr. *Elder* (Leith Surveyor) to Board of Trade.

Sir, Custom House, Leith, 19 February 1867.

I have to acknowledge the receipt of your letter of the 16th instant (M. 1380), referring to the space appropriated to seamen on board merchant ships.

In reply, I beg most respectfully to state, that I consider the space of 12 superficial feet for every seaman (as enacted) is sufficient; but the height should not be less than six feet, in the clear, under deck beams, to admit of two tiers of berths in the height. I do not think that any less space should be allowed where hammocks are used, as, apart from properly fitted berths, being an advantage, hammocks cannot practically be slung, in nine superficial feet each, in the ordinary merchant ships' forecastles, from the inevitable loss of half a length at each bulk-head. Forecastles under the height should not have less than 78 cubic feet for each seaman.

I am, &c.
(signed) *Alex. Elder.*

The Assistant Secretary,
Board of Trade, Whitehall.

(M. 1540.)

Dr. *Dickson* to Board of Trade.

14, Trinity-square, Tower Hill, E.C.,
Sir, 19 February 1867,

I have the honour to acknowledge the receipt of your letter of the 16th instant, in reference to the sleeping accommodation of seamen, and in reply thereto I beg leave to express my opinion that the space at present allowed by the Act is not sufficient; that it should be increased in all classes of vessels, and that in many vessels it should be very considerably increased.

No

No account was taken of any space occupied by stores in the measurements ently submitted, and the above opinion refers solely to the cubic space actually oted to the accommodation of the crew.

am further of opinion that the superficies for sleeping should in no case be than 15 feet, with an average deck height of six feet, giving a cubic space of feet for each individual (ninety feet); but that in a very large proportion of sels this cubic space would be inadequate, and that in many, 150 cubic feet man would be necessary.

As I have endeavoured to explain in a former report, it is impossible to dis- iate the question of cubic space from that of apertures for air and light; and peculiarities in these respects existing in vessels of different construction were minently set forth. *Vide* Report 8th November (M. 269).

1. The only vessels in which the cubic space of 72 feet per man (the maximum v enforced by the Act) is at all tolerable are those fitted with deck-houses of a are compact form, and so open to air and light as to make their dimensions ittle consequence to their inmates. Yet even in such vessels the accommo- ion (as measured by Mr. Gladstone) in the six vessels inspected, was found average 89 cubic feet per man.

2. When the forecastle is situated between decks the space at present declared law is altogether inadequate, and in fact is considerably exceeded in the very rst vessels I had occasion to inspect. The mean of the three worst (and very l they were) of these forecastles giving a cubic space of 104 feet per man. is measurement, as I understand from Mr. Gladstone, was exclusive of all res, &c., and strictly applicable to the space occupied by the crew.

3. When the forecastle is placed on deck the accommodation in respect to ht and air is good, or at least was so in the specimens inspected; but even in se vessels the space actually allowed was much greater than is mentioned in e Act. Four ships of this class were inspected, of which two were measured, l these gave a mean of 164 cubic feet per man. (Further observations on s kind of vessel would perhaps be desirable, unless other data in reference to m are in office.)

To recapitulate, I would recommend that in the first class of vessel, 90 feet uld be a fair cubic space per man; in the second, 150 feet would be sufficient, ovided that at the same time due care was taken to have hatches proportioned the size of the forecastle, bull's eyes and ventilating funnels. In the third class vessel, a cubic space somewhat intermediate would probably suffice, say 120 et; but my practical experience of these forecastles on deck is at present so nited, that I refrain from expressing a decided opinion.

I have delayed sending in this report until I had seen Mr. Gladstone, and had s verification of the figures resulting from the measurements, on which alone y opinions, as expressed above, are based. These operations require considerable actice and technical skill, and were, so far as I am able to judge, performed th much patience, care and exactness.

I have, &c.

T. Gray, Esq., (signed) *Walter Dickson*, M.D.
Assistant Secretary, Marine Department.

(M. 1541.)

Seamen's Hospital Society to Board of Trade.

Seamen's Hospital Society,
86, King William-street, E.C.,
20 February 1867.

Sir,

In reply to your letter dated the 16th instant, and marked (M 1380), requesting e opinion of the medical officers of this society as to the amount of space hich should be allowed to seamen for sleeping accommodation, I beg to enclose copy of a letter which I have received from our medical officers in reply to the py of your letter above referred to, which they have had before them.

I am, &c.

The Assistant Secretary, (signed) *Kemball Cook*,
arine Department, Board of Trade. Secretary.

(Enclosure.)

Seamen's Hospital Ship Dreadnought,
19 February 1867.

Dear Sir,

In reply to your letter enclosing a communication from the Board of Trade, and requesting to know if the space appropriated to seamen by the Merchant Shipping Act, 1854, be sufficient, we beg to say—

We consider the allowance of cubic feet per man to be scanty, and that it might with advantage be increased by having greater height between decks.

Still we must bear in mind that the crew of a ship is differently placed to inhabitants of houses on shore; the men are only below, for the longest time, four hours, and when on deck breathe the purest air.

With these facts before us we feel justified in saying that the allowance may, as a minimum, be sufficient for healthy men who are at regular work, but not for those who are confined by sickness to their hammocks or bunks.

In giving this opinion, it is of course presumed that the space appropriated is fully ventilated, and unencumbered by cordage, lumber, or other articles not necessary to the comfort of the crew.

We remain, &c.
(signed) *H. T. L. Rooke*, Surgeon.
R. J. Bedford, Assistant Surgeon.
Harry Leach, Resident Medical Officer.

S. Kemball Cook, Esq., Secretary.

(M. 1557.)

Mr. *Mott* (Superintendent, Liverpool) to Board of Trade.

Mercantile Marine Offices, Canning Place, Liverpool,
21 February 1867.

Sir,

I beg to acknowledge the receipt of your letter, dated the 16th instant, enclosing extract from "The Merchant Shipping Act, 1854," with reference to the space appropriated to seamen on board merchant ships.

I am of opinion that the accommodation allowed by the Act is sufficient, providing such space be kept entirely free from stores.

I think, however, that forecastles generally are deficient in ventilation, and that some improvement is needed in this respect; it also appears to me desirable that, in all cases where the chain cable passes through a forecastle, the passage should be boxed in, so as to add to the warmth and dryness of the apartment.

It would also, I think, very much promote the health and comfort of the men if, in damp or cold weather, a fire (by means of a stove) were made in the forecastle.

I am, &c.
(signed) *A. Mott*,
Superintendent.

The Assistant Secretary,
Board of Trade.

AN ACCOUNT of the RECEIPT and EXPENDITURE under the SEAME

RECEIPTS.

	£.	s.	d.	£.	s.
To Balance in hand on 1st January 1866, as shown in the preceding Account, to 31st December 1865 - - - - - - - - - - - -	38,341	16	10		
Less Amount surrendered to the Exchequer - - - -	5,000	–	–		
				33,341	16
To Amount received for Voluntary Contributions from Masters and Seamen - - - - -				1,623	16
To Amount of the Vote of Parliament for the year ending 31st March 1867 - - - -				53,170	–
			£.	88,135	13

) Winding-up Act, from 1st January to 31st December 1866.

PAYMENTS.

	£. s. d.	£. s. d.
.mount paid for Pensions, including the sum of 507 *l.* 10 *s.*, granted by y of Annuity to the late Officers of the Trustees whose offices were abolished	51,357 9 8	
mount paid for Commutation of Pensions	415 6 –	
		51,772 15 8
mount paid for Salaries and Charges of Management		10 – –
mount paid into Her Majesty's Exchequer, being for amount received the Voluntary Contributions, in the year 1865, from Masters and Seamen		1,850 7 1
alance in hand 31st December 1866		34,502 10 5

Particulars of the above Balance.

nt in the Exchequer	33,000 – –	
in the hands of Her Majesty's Paymaster General	2,569 9 11	
nt due from the Mercantile Marine Fund for Voluntary Contributions	325 3 8	
£.	35,894 13 7	
Balance owing to the War Department and Officers of late Trustees Amount paid for Pensions to 31st December 1866	1,392 3 2	
£.	34,502 10 5	88,135 13 2

oard of Trade, 3 May 1867.

H. R. Williams,
Accountant.

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Granted in the Years 1865 and 1866.

Rate of Pension.	CLASS OF PENSIONERS.	1865.		1866.	
		Number.	Amount.	Number.	Amount.
£. s. d.			£. s. d.		£. s.
6 16 –	Masters	135	918 – –	123	836 8
3 8 –	Seamen	104	353 12 –	86	292 8
4 8 –	Widows of Masters	115	506 – –	132	580 16
2 4 –	Widows of Seamen	177	389 8 –	156	343 4
2 4 –	Children of Masters	69	151 16 –	61	134 4
1 2 –	Children of Seamen	52	57 4 –	70	77 –
		652	2,376 – –	628	2,264 –

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Expired in the Years 1865 and 1866.

CLASS OF PENSIONERS.	1865.		1866.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s.
Masters	117	752 12 6	170	1,091 13 1
Seamen	247	800 4 10	220	747 1
Widows of Masters	156	583 8 8	177	653 19
Widows of Seamen	360	727 11 2	325	702 19
Children of Masters	166	336 17 –	148	309 14
Children of Seamen	248	291 4 10	172	219 –
	1,294	3,491 19 –	1,212	3,724 8

COMPARATIVE STATEMENT of the NUMBER of PENSIONERS upon the FUND on the 31st December 18 and 31st December 1866; distinguishing between Men, Women, and Children, and between different Scales Pensions, and the Total Amount of Pensions of each Class.

CLASS OF PENSIONERS.	1865.		1866.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s.
Masters	2,108	13,627 12 –	2,061	13,372 6
Seamen	2,928	9,818 2 8	2,794	9,363 9
Widows of Masters	3,425	12,935 14 6	3,380	12,862 10 1
Widows of Seamen	6,110	12,868 16 11	5,941	12,509 1
Children of Masters	827	1,635 – 10	740	1,459 10 1
Children of Seamen	910	1,017 10 10	808	875 10 1
	16,308	51,902 17 9	15,724	50,442 9

AN ACCOUNT of the PROPERTY and MONEYS held by the TRUSTEES of the MERCHANT SEAMEN'S FUND, at the undermentioned PORTS, for Special Purposes distinct from the General Purposes of the FUND, and the Receipt and Expenditure for the same, for the Year 1866.

Sunderland - - -	Freehold Ground in Assembly Garth, whereon are built several Houses and a Seamen's Hall; also 13 Houses in Trafalgar-square, Sunderland, subject to a Ground-rent of 5 *l.* per annum.
	Cash received for Rent of 12 *s.* per annum from the Inmates, and sundry other Receipts (including last year's Balance of 352 *l.* 11 *s.* 11 *d.*), 483 *l.* 16 *s.* 9 *d.*
	Cash paid for Ground-rent, Insurance, Repairs, Water-rate, and Sundries, 108 *l.* 12 *s.* 9 *d.*
	Leaving a Balance in the hands of the Trustees of 375 *l.* 4 *s.*
Rye - - - - -	Three Leasehold Cottages, subject to a Ground-rent of 13 *s.* 4 *d.* per annum.
	Cash received for Rent of 40 *s.* per annum from the Inmates (including last year's Balance of 21 *l.* 2 *s.* 1 *d.*), 27 *l.* 2 *s.* 1 *d.*
	Cash paid for Ground-rent and Repairs, 19 *s.* 10 *d.*
	Balance in the hands of the Trustees, 26 *l.* 2 *s.* 3 *d.*
Boston - - - - -	Nine Almshouses.
	Cash received for Rent from Inmates, including last year's balance 8 *l.* 3 *s.* 3 *d.*
	Cash paid for Insurance, Water-rate, and Repairs, 6 *l.* 9 *s.* 9 *d.*
	Balance in the hands of the Trustees, 1 *l.* 13 *s.* 6 *d.*
Scarborough - - -	Sixty-seven Dwellings, or Buildings, called the Seamen's Hospital and Trinity House.
	Bequest of 837 *l.*, Three per Cent. Annuities.
	Cash received for Dividends, 25 *l.* 2 *s.* 8 *d.*
	Cash paid to Inmates of the Houses, 16 *l.* 16 *s.*; Repairs, Insurance, and Expenses, 16 *l.* 2 *s.*; Balance due to the Trustees last year, 95 *l.* 12 *s.*;—together, 128 *l.* 10 *s.*
	Balance due to the Trustees, 103 *l.* 7 *s.* 4 *d.*
Whitby - - - - -	Fifty Tenements, called Seamen's Hospital Houses.
	Bequest of 300 *l.*, Three per Cent. Consols.
	Also, 130 *l.* 1 *s.* 2 *d.*, Three per Cent. Annuities.
	Cash received for Rent and Dividends, including last year's balance, 24 *l.* 14 *s.* 9 *d.*
	Cash paid, Insurance, Repairs, Coals distributed to Inmates, and Sundries, 12 *l.* 19 *s.* 8 *d.*
	Balance in the hands of the Trustees, 11 *l.* 15 *s.* 1 *d.*
Liverpool - - -	1,600 *l.* Bonds of the Dock Company of the Town of Liverpool, received from the Committee of the Nelson Fund.
	Cash received for Interest on Bonds (including 28 *l.* 17 *s.* 8 *d.* for last year's Balance) 102 *l.* 19 *s.* 6 *d.*
	Cash paid to 11 Masters and 13 Widows, 77 *l.* 5 *s.* 8 *d.*; expenses, 4 *l.* 5 *s.* 10 *d.*;—together, 81 *l.* 11 *s.* 6 *d.*
	Balance in the hands of the Trustees, 21 *l.* 8 *s.*

WAGES AND EFFECTS OF DECEASED SEAMEN.

ACCOUNT of the SUMS received, from the 1st January to the 31st December 1866, for the WAGES and EFFECTS of DECEASED SEAMEN, and of the PAYMENTS made for the same Period.

	£.	s.	d.	£.	s.	d.
Balance in hand on 31st December 1865, as shown in the preceding Account -				71,369	10	9
Amount received in 1866 from the Masters of Vessels, and from the Collectors of Customs in the Colonies, and from Her Majesty's Consuls abroad, for Wages and Effects of 5,154 Deceased Seamen - - - - - - -				34,798	16	10
Interest received on 60,000 *l.* Exchequer Bills - - - - - -				1,861	6	3
				108,029	13	10
Amount paid in 1866 to the Relatives and Representatives of 2,663 Deceased Seamen - - - - - - -	23,654	7	10			
Amount unclaimed, received prior to 1st January 1860, paid into Her Majesty's Exchequer - - - - - - -	8,006	16	9			
				31,661	4	7
BALANCE unclaimed on 31st December 1866 - - £.				76,368	9	3

Particulars of Balance, viz.:	£.	s.	d.
For Cash in the hands of Her Majesty's Paymaster General -	13,102	14	2
For Exchequer Bills - - - - - - - - - -	60,000	–	–
For Advance, to be repaid from the Mercantile Marine Fund -	2,399	11	8
For Advance, to be repaid from the Vote for Relief of Distressed Seamen - - - - - - - - - - -	866	3	5
£.	76,368	9	3

Board of Trade,
3 May 1867.

H. R. Williams,
Accountant.

MERCHANT SEAMEN'S FUND.

ACCOUNT of the Receipt and Expenditure under the Seamen's Fund Winding-up Act, from 1 January to 31 December 1866; with an Account of the Sums Received and Paid for the Wages and Effects of Deceased Seamen in the Year 1866.

(*Pursuant to Acts* 14 *&* 15 *Vict. c.* 102, *s.* 59, *and* 17 *&* 18 *Vict. c.* 104, *s.* 202.)

Ordered, by The House of Commons, *to be Printed*, 8 *May* 1867.

280. *Under* 1 *oz.*

MERCHANT SEAMEN'S SIXPENCES.

RETURN to an Order of the Honourable The House of Commons, dated 17 May 1867;—*for*,

"COPIES of LETTER from Sir *R. Keats* to Sir *James Graham*, dated the 1st day of July 1831:"

"And, of LETTER from Lord *Auckland* to Sir *James Graham*, dated the 20th day of May 1834, on the subject of MERCHANT SEAMEN'S SIXPENCES."

Admiralty, 4 June 1867.

JOHN HENRY BRIGGS, Chief Clerk.

Sir *R. Keats* to Sir *James Graham*.

Sir, Greenwich Hospital, 1 July 1831.

UNDERSTANDING that it is in contemplation to bring under consideration of Parliament the propriety of surrendering the duty of 6*d.* a month, levied on merchant seamen for the support of Greenwich Hospital, or to grant to the merchant seamen a concurrent claim to the benefits of the asylum, I am desirous of calling your attention, and through you the attention of the Members of the House of Commons individually and collectively, to the following facts and observations in reference thereto.

In doing this, it may be considered necessary that I should offer some apology, but as an old naval officer, warmly attached to the profession, and anxiously zealous for its interests, and as governor of an institution, perhaps the noblest in the world, provided as an asylum for the worn out and disabled seamen of that profession, I feel assured that my anxiety will be pardoned and my motives rightly appreciated.

Immediately on the foundation of Greenwich Hospital by William the 3rd, an Act passed for granting 6*d.* per month, to be deducted out of the wages of all seamen towards the support thereof; it was granted in perpetuity, as much as the coal tax was given to the City of London, and, as it appears to me, should equally be considered as a vested right.

This assessment on merchant seamen was evidently not made with a view to their having any direct advantage from Greenwich Hospital in return, but rather upon the broad principle of protection and security afforded to the merchant shipping and commerce of the country by the Navy for whom the asylum is provided.

This fact is established by the preamble, and indeed the whole terms of each of the Acts of Parliament relating thereto, wherein it is explicitly stated that the benefits of Greenwich Hospital shall be for seamen maimed, wounded, or worn out in the king's service; and it is thus limited for the express purpose of giving encouragement to seamen voluntarily to enter themselves for that service.

The only exceptions to this are found in the 10 Anne, cap. 17; the 8 Geo. 1, cap. 24; and the 8 Geo. 2, cap. 29, wherein the benefits of the Hospital are extended to seamen maimed or wounded in defence of a merchant ship against an enemy or pirate, although they may not have served in the Navy.

That it is important to preserve this and every other possible encouragement to enable the country to man her fleets in times of danger no one can doubt, who has ever heard of the evils of impressment; and while the Navy is supported for the general protection of the country, it has a more clear and distinct influence in time of war in the protection of mercantile property, and thus the equity

of the tax is on my mind fully established; and I would observe here that the great increase in the rate of wages to merchant seamen renders 6*d.* a month a mere trifle compared to what it was when the tax was originally levied.

In 1746, a petition from certain masters of ships and other officers and seamen employed in the merchant service was presented to the House of Commons, praying for the authority of Parliament to enable them to levy another 6*d.* per month from the wages of merchant seamen to found and endow an hospital for worn out and disabled seamen in that service, and so far from the petition advancing any claim on the part of merchant seamen to Greenwich Hospital, in consequence of contributing the former 6*d.*, it expressly adverts to it as levied for the encouragement of seamen to register themselves in and for his Majesty's service, and to make provision for such of the said registered seamen who by age, or by wounds or other accidents, shall be disabled for future service at sea.

It was at that time admitted by the merchants and by the Parliament, after the fullest inquiry into the facts, that Greenwich Hospital was incapable of receiving, and its funds of supporting, the legitimate objects from the Navy who applied for admission. How much more this is the fact at the present time will be evidenced when we consider that 38 years have elapsed since the Navy began to be augmented beyond all precedent for a war of unexampled duration, and the men who were then introduced into the Navy as prime young seamen, are now worn out by age, wounds, and long services, all becoming applicants for Greenwich Hospital.

The consequences of this are particularly evidenced in the generality of pensioners admitted within the last two or three years, who are so much more helpless and worn out than formerly, that it has become necessary largely to increase the number of helpless wards, and the Hospital is fast changing its character of an asylum to that of an infirmary.

But, although the merchant seamen have no claim to Greenwich Hospital in return for the sixpence, yet it is evident that every merchant seaman has an indirect interest in the institution; for he must look forward to the possibility of his serving the king, either voluntarily or by compulsion, and thus become eligible to the benefits of the Hospital.

At this moment there are nearly 300 seamen who have served from 20 to more than 50 years in the merchant employ; and more than one-half of the seamen in the hospital have been in merchant ships, and average 13 years each man in that service, while the average service of each man in the king's ships is only 16 years.

It is not unimportant to observe that this average of 13 years passed in the merchant service will be generally found to have been the best years of their lives, for every one acquainted with the habits of seamen well knows that their career generally commences in the merchants' employ, and it is not until they become less thoughtless and less capable of discharging the severe duties of that service that they quit the merchant for the easier employment of the king's service, keeping Greenwich Hospital in view as a final retreat and resting-place.

The proportion of expenses which the pensioners' merchant service time might lay claim to is an ample compensation for the revenue derived from this duty; these men having averaged 13 years in the merchant service may be presumed to have paid to the Hospital the average sum of 4*l.* 4*s.* 6*d.* each, being less than two months of the expenses of maintenance to be borne by the institution for the remainder of their lives.

But other important advantages, both to the merchant and merchant seamen, are to be found in the schools of the institution. In the upper school 400 boys are educated, and although 100 of them are exclusively the sons of naval officers, admission to the other 300 is equally open to the sons of officers and seamen of the king's and of the merchant service, and there are at this time considerably more than 100 of the latter in the school. These boys receive a superior education in navigation, and, when that education is completed, they are bound out to the merchant service, thus providing a constant supply of boys thoroughly grounded in navigation to be apprenticed to merchant ships, and eventually to navigate them.

It is scarcely possible to appreciate the value of this. It has been recently observed, and with great truth, that the Greenwich School is fast rescuing the merchant service from the imputation of having so many ill-navigated and insufficiently

insufficiently conducted ships employed, and there are now some merchants who are rearing their own officers from boys selected from the school.

It is true that the children in the Lower School are selected on account of the father's services in the Navy, but although admitted on this claim only, it not unfrequently happens that the children so introduced into the school were born at the time their fathers were employed in the merchant service.

From these observations it will be seen that, notwithstanding the principles upon which the sixpences were originally levied, it is both unjust and untrue to say that the merchant seaman has no benefit in return.

The 20 Geo. 2, cap. 38, provides a fund for the support of worn out and disabled merchant seamen. If the moneys thus raised be insufficient, the powers of that Act may surely be extended; and if every merchant seaman employed in Great Britain and its colonies were made to contribute his sixpence per month, I apprehend there would be no more difficulty from want of funds. At all events, it would seem an act of great injustice to the naval seaman to transfer his legitimate claim to Greenwich Hospital to a merchant seaman, upon the trifling consideration of the latter having paid sixpence a month only during the time he has been actually employed. It may be said we do not ask a transfer of the naval seaman's right, but only that the merchant seaman shall have a concurrent claim; but as the Hospital establishment cannot be enlarged, it is clear that every merchant seaman admitted must exclude a king's seaman, and therefore the right of the latter would be transferred.

It must not be forgotten that the king's seamen have to endure many privations, and to serve for considerably less wages than the merchant seamen. I have myself had men under my command, who have rarely had an opportunity of seeing their friends for upwards of 15 years, while the merchant seaman is in the frequent enjoyment of his home and his family.

Such infringement on the right of king's seamen as this cannot fail to operate in various ways to the prejudice of the naval service, and, I should fear, would also tend to increase the reluctance which seamen have felt to enter the Navy. But there are so many very important objections to the admission of merchant seamen to Greenwich Hospital, that I would fain hope the idea of it cannot be long entertained, and I therefore only feel anxious to urge upon your grave consideration whether it be just or politic to embarrass the funds of Greenwich Hospital, and render a reduction in the number of pensioners necessary, by withholding this trifling and most equitable assessment upon merchant seamen; trifling, whether considered according to the intrinsic value of money now, or the comparative value with what it really was when the tax was originally levied; and equitable, as I have endeavoured, I hope satisfactorily, to show, whether the contributor be the merchant or the merchant seaman.

If it be contended that the tax falls upon the merchant, then I would say it is doing injustice to the liberality of a British merchant, and an impeachment of national character, to suppose him capable of offering an objection to this trifling boon to the defender of the country's wealth and commerce; and if, on the other hand, it be argued that the seaman has to pay it, then let it be remembered that the amount is but the fractional part of a farthing a day, and that only while he is in actual receipt of wages, generally very superior to what is received by naval seamen, so that as a tax it can never be individually felt or complained of by the merchant sailor, who is likely to derive real and substantial benefit from the Hospital.

I have, &c.
(signed) *Richard G. Keats.*

The Right Hon. Sir James Graham, Bart.,
&c. &c. &c.

Since this letter was written, it has been decided to surrender to the merchant and to the country the dues paid to the Hospital by all vessels passing the North and South Foreland lights, the grant of which has been held by this institution for more than a century, and which for the last seven years has produced a revenue of 8,000 *l.* per annum.

Lord *Auckland* to Sir *James Graham*.

Royal Hospital, Greenwich,
April 1834.

Dear Sir James,

I HAVE thought it right to prepare for your information a statement of my views upon the motion of which Mr. Lyall has given notice, for leave to bring in a Bill to amend several Acts relating to the Merchant Seamen's sixpences. I do not know very precisely what is the object of that motion, but I presume it to be to take from Greenwich Hospital this branch of its revenue, and togive it to the Merchant Seamen's Fund.

The consideration of such a proposition is not with me merely a matter of opinion, but is almost entirely one of principle. I hold that the Commissioners of Greenwich Hospital are bound in law and in conscience, as honest trustees for other men's rights, by remonstrance, by petition, by counsel, and by personal exertion, to oppose it; and I feel it to be utterly impossible that a measure should find support in Parliament which has for its object to revoke, without compensation, a Parliamentary grant vested for ever in a charitable corporation.

If this should be allowed, I do not know a private right, held by an analogous title, and supposed to be publicly injurious or inconvenient, from the coal duty in the City of London to the private lighthouses, or the turnpike on Putney-bridge, which might not be abated; and yet these, and many such, are respected because the principle of invasion would be ten times more injurious than the change would be beneficial. I contend, therefore, that any mode of proceeding for the redemption of these duties, except by bargain and sale, such as, for instance, was adopted last year with the City of London on the subject of scavage dues, is utterly inadmissible; and here I might rest my case, but you may, at the same time, think it desirable that I should advert to some of the topics which are commonly used against the Hospital in the discussion of this question.

Greenwhich Hospital was founded "to encourage the subjects of this kingdom to continue in, and betake themselves to, the service of the Royal Navy," and for the benefit of all able mariners, &c., who shall voluntarily register themselves on board the fleet, and who by age, wounds, or other accidents, shall be disabled for future service at sea.

The merchant seaman contributes to the support of the Hospital, and is not, as such, unless wounded in action with an enemy or pirate, entitled to admission; but one day of service under the king gives him a claim to all its benefits, and in fact the age, sickness, and decrepitude, which find refuge in the Hospital, are acquired in the merchant service in a much greater proportion than that service contributes to its support. Out of a revenue of 140,000 *l.*, the merchant seaman contributes 21,000 *l.* And of the 2,710 men in the Hospital, upwards of 1,000 have served in the merchant service, averaging in it 13 years each man; whilst in the school are 117 children whose fathers have never served in the Navy.

It is false, therefore, to say that the merchant seaman receives no benefit from the Hospital; but even if it were so, the tax upon him (or, as it may be more properly stated, on his employer) may be justified as due for the protection he receives from the king's Navy during war; and his exclusion from the Hospital, unless after service in the Navy, may be supported as an encouragement to him to enter the king's service, and as auxiliary to the wish which exists of connecting the two services, and of finding substitutes for the severity of impressment.

Whether, under these circumstances, it will be right for the Government to recommend to Parliament to purchase these dues, and to burthen the country with a perpetual charge of 20,000 *l.*, or with the payment in one sum of 550,000 *l.*, for the benefit of the Merchant Seaman's Fund, it will be for others to determine.

I know that it has been stated in favour of the proposed abstraction, that the funds of the Hospital were so dealt with in 1829, but this was coupled with a full equivalent given in its release from all liabilities for out-pensions, and for other charges; and it was done with the express object of leaving to it for ever a sufficient income for its support. The whole arrangement was most beneficial to the Hospital, and was intended to secure to it the solvency and independence and perpetuity which were proposed by its founders, and which I am most anxious to defend.

You have asked me whether, in my opinion, if a committee of inquiry were asked,

asked, it might with propriety be wanted. I think this must depend entirely on what are the objects of inquiry. If it be intended only to inquire into its means and expenditure of Greenwich Hospital for the purpose of estimating what, in the opinion of some persons, it may be convenient to take away, I should say the object is not justifiable, and I would not consent to it. *&c.*

Even if the report should be that we are too rich, the end of the movers would not be attained. We might extend our charity, but we would not give up our means. If the demand for such a committee were made upon a charge that the funds of Greenwich Hospital are badly administered, or badly applied, and a *primâ facie* case to justify the charge made out, I would not object, unless that case could at once be rebutted. And I annex to this letter a statement of the changes which have been accomplished in our income and expenditure since their administration was, in 1829, entrusted to the Commissioners.

A third object may be that of inquiring into the Merchant Seamen's Fund; the manner in which it is administered, its necessities, and the propriety of giving Parliamentary relief; I would have no objection to this, though the measures of relief which have been most frequently suggested, however worthy of consideration, do not appear to me to require the illustration of a Parliamentary inquiry. These are—

1st. That the Hospital should, by undertaking it, save to the fund the whole expense of collecting its sixpences.

2nd. To make the ports for which the sixpences are collected for the merchants co-extensive with those in which they are collected for the Hospital, and—

3rd. To extend the 5th, 7th, and 8th clauses of the Act 37 Geo. 3, cap. 73, respecting deceased seamen's wages, to the foreign trade of the country, and to apply the proceeds to the Seamen's Charity.

You will, of course, bear in mind throughout this question that the interests of the Merchant Seamen's Fund are in a great measure local and partial, and that the seaman of Whitby has as good a right to complain that the deduction from his wages is applied to the relief of distress at Newcastle, as the seaman of Newcastle has that his sixpence is given to Greenwich Hospital; and if, as Commissioner of Greenwich Hospital, I should lose this fund, as President of the Board of Trade I might press for its utter extension, and claim the whole benefit for the seaman and his employer. *&c.*

I will not extend my observations, but if you want further information I shall be very glad to give it you, and would particularly refer you to the excellent letter written to you on the subject by Sir Rd. Keats in 1831, to the preamble of the Act 20 Geo. 2, and to the Report of the Committee thereon, which is to be found in the Journals of the House of Commons for the 3rd March 1746.

(signed) *Auckland.*

MERCHANT SEAMEN'S SIXPENCES.

COPIES of Letter from Sir *R. Keats* to Sir *James Graham*, dated 1 July 1831; and, of Letter from Lord *Auckland* to Sir *James Graham*, dated 20 May 1834, on the subject of MERCHANT SEAMEN'S SIXPENCES.

(*Mr. Liddell.*)

Ordered, by The House of Commons, *to be Printed*,
5 *June* 1867.

MERCHANT SERVICE.

RETURN to an Order of the Honourable The House of Commons, dated 2 April 1867;—*for*,

RETURN "showing the Number, Ages, Ratings, and Causes of Death of SEAMEN reported by the Board of Trade as having DIED in BRITISH MERCHANT SERVICE during the Year 1866."

Board of Trade, 31 May 1867.

T. H. FARRER.

(*Mr. Graves.*)

Ordered, by The House of Commons, *to be Printed*, 4 *June* 1867.

RETURN showing the Number, Ages, Ratings, and Causes of Death of SEAMEN - - - - - - - -

CAUSE OF DEATH.	Mates.							Midshipmen.		Quartermasters.	Boatswains.					Able Seamen.							Ordinary Seamen.					Apprentices and Boys.			Surgeons.			Stewards.						Cooks.				
	Under 20.	20 to 30.	31 to 40.	41 to 50.	51 to 60.	Over 60.	Unknown.	Under 20.	Unknown.	20 to 30.	Under 20.	20 to 30.	31 to 40.	41 to 50.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	51 to 60.	Over 60.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	Unknown.	Under 20.	20 to 30.	Unknown.	20 to 30.	41 to 50.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	51 to 60.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	51 to 60.
DISEASES:																																											
Abscess																	1																											
Ague																																											
Aneurism													1																															
Apoplexy				2	2								1				5	4	2			2																					
Asthma																	2	2		1		1																					
Atrophy																			1																									
Bilious Colic																																											
Bilious Fever																	1	1																									
Black Vomit																							1																				
Bladder, Disease of					1																																						
Blood, Overflow of																								1																			
Bone Disease																		1																									
Bowel Complaint																	1																										
Bowels, Abscess in																																											
Bowels, Inflammation of																	3	1					1																		1			
Brain, Concussion of												1					1																										
Brain, Congestion of			1											1			1	1					1																				
Brain, Effusion on																	1																										
Brain Fever																1	2						5	3						1												
Brain, Ulcer on																						1																				
Bronchitis					1											1	3		1					1																		
Cancer																	1																										
Carbuncle																		1																									
Chest Disease																	1	1																									
Cholera		10	5	3	1		1			1	2	4	3	3		6	96	24	12	4		9	12	12	2		1	17	5	2	1		1		3	1				5	7	2	
Cold																	3			1																						
Colic																																										
Constipation																	1		1																								
Consumption		2	3	1			1					3		2		3	39	12	5			7	4	2	1	1	1	6			4		1	1	1					1	2	1	
Convulsions																		1										1														
Cramps, &c.																																											
Debility													2				12	7	2	1			4								1			1				1			
Delirium Tremens																		1						1										2							
Diabetes																		1																								
Diarrhœa														1			9	4		1		1	1	3						1									1	1		
Diphtheria																	1																									
Diseased Thigh																																										
Dropsy			3		1												1	2	3					1																	
Dysentery	1	5	2	5			2					1	3	3		5	54	22	12	2		7	4	5	1	1	1	4	4	1		1			2	4				3	3	2	
Dysentery and Scurvy																	1																									
Ear, Mortification of																												1														
Enteritis																																										
Epilepsy																	1	1					1											1								
Erysipelas																				1																1						
Fevers (not stated)		8	5	2	2		1					2	3		2	2	69	8	6	1		13	19	19	1		2	21	2	1					5	2			1	2	3	2	1	
Fits																						1																				
Gastric Fever																														1												
Heart, Broke an Artery of																	1																									
Heart Disease		1	3	1	1								2	1			11	10	2			3						1						1	1					2	1	
Heart, Rupture of																																										
Hernia																	1		1																								
Insanity																						1		1																		
Intermittent Fever																		1																								
Internal Bleeding																								1										1								
Jaundice																1		1				1																					
Kidneys, Disease of														1				1	1																							
Leg, Mortification of																							1																			
Liver, Abscess in			1																																						
Liver, Atrophy of																		1																								
Liver, Cancer in																																										
Liver Complaint		1															1		4																						1		
Lock Jaw									1								1																									
Lung Disease		1															1	2										2													
Lungs, Congestion of																	1																								
Lungs, Inflammation of			1														2	1																2							
Measles																	3																									
Mortification																	1																									

reported as having DIED in BRITISH MERCHANT SERVICE during the Year 1866.

Carpenters.					Sail Makers.							Minor Capacities.							Engineers.					Firemen.				
Under 20.	20 to 30.	31 to 40.	41 to 50.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	51 to 60.	Over 60.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	51 to 60.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	Unknown.	20 to 30.	31 to 40.	41 to 50.	51 to 60.	Unknown.
	1	1	1																1			1	1				
	1																										
										1																	
				1									1														
														1													
															1												

CAUSE OF DEATH.	Mates.							Midshipmen.		Quartermaster.	Boatswains.					Able Seamen.							Ordinary Seamen.					Apprentices and Boys.			Surgeons.			Stewards.						Cooks.					
	Under 20.	20 to 30.	31 to 40.	41 to 50.	51 to 60.	Over 60.	Unknown.	Under 20.	Unknown.	20 to 30.	Under 20.	20 to 30.	31 to 40.	41 to 50.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	51 to 60.	Over 60.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	Unknown.	Under 20.	20 to 30.	Unknown.	20 to 30.	41 to 50.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	51 to 60.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	51 to 60.	Over 60.
DISEASES—*continued.*																																												
Natural	–	–	1	–	–	–	–	–	–	–	–	–	1	–	–	1	7	3	1	1	–	1	–	1	1	–	–	3	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–
Paralysis	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Pleurisy	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Pneumonia	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Quinsy	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Rheumatic Fever	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–
Rheumatism	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Scurvy	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	9	2	–	–	1	2	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Scrofula	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Small-pox	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	4	2	–	–	–	2	1	2	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–
Sore Throat	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Stomach, Gout in	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Stomach, Inflammation of	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Stomach, Mortification of	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
Stomach, Pains in	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Stricture	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Swollen Throat	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Thigh, Abscess in	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Toe, Mortification of	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Tongue, Cancer on	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Typhus Fever	–	–	–	1	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Unknown	–	–	1	–	2	–	1	–	–	–	–	1	3	2	–	–	18	5	–	1	1	4	2	–	–	–	–	4	1	1	–	–	–	–	1	1	–	–	–	–	–	–	1	1	–
Urinary Disease	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Urine, Retention of	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Venereal Disease	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	5	2	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Venereal and Scurvy	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Yellow Fever	–	7	1	–	–	–	–	–	–	–	–	1	–	1	–	6	38	5	2	–	–	–	15	5	1	–	1	11	–	–	–	–	–	2	3	1	2	–	–	–	2	1	–	–	–
CASUALTIES, &c.:																																												
Bladder, Rupture of	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Blood Vessel, Rupture of	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Cold, Exposure to	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–
Drowned, by Accident	1	25	10	4	1	–	1	1	–	2	–	9	10	2	1	25	260	63	10	–	1	25	100	37	1	1	7	107	4	8	–	–	–	2	5	7	–	–	1	–	11	4	2	1	–
Drowned, by Wreck	–	44	22	6	3	1	18	2	–	–	1	14	6	4	–	12	273	62	15	2	–	93	60	22	–	–	15	71	4	5	1	–	–	2	19	6	–	–	3	1	11	7	–	1	–
Excessive Drinking	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	1	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–
Exhaustion	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Explosion, an	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Fell down Hold	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	3	–	–	–	1	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Fell from Aloft	1	5	–	1	–	–	–	–	–	–	–	–	–	–	–	2	23	9	2	–	–	5	16	8	–	–	1	10	–	–	–	–	–	–	1	–	–	–	–	–	1	–	–	–	–
Frozen	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Head, Injury to	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Laudanum, Overdose of	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Leg, Amputation of	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Murdered	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Shot	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Sudden (not stated)	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–
Suffocation	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Suicide (Drowning)	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	1	1	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Suicide (not stated)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Sunstroke	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	2	1	–	–	–	1	–	1	1	–	–	–	–	–	–	–	–	1	1	–	–	–	–	–	–	–	–	–
Thunderstroke	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Unwholesome Food, supposed.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Various (not stated)	–	1	–	–	–	–	–	–	–	–	–	2	–	–	–	2	8	4	1	–	–	1	3	–	–	–	–	5	1	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–
	4	113	64	30	11	1	26	3	1	3	3	41	34	22	3	69	1,010	280	90	16	3	184	254	131	9	4	29	268	23	20	8	1	3	8	49	25	4	1	5	3	41	34	11	4	1
	249							4		3	103					1,652							427					311			12			92						108				

Carpenters.				Sail Makers.							Minor Capacities.						Engineers.					Firemen.					Lascars.		Stow-aways.		Unknown.							Summary of Capacities.							Gross Totals.	CAUSE OF DEATH.
20 to 30.	31 to 40.	41 to 50.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	51 to 60.	Over 60.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	51 to 60.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	Unknown.	20 to 30.	31 to 40.	41 to 50.	51 to 60.	Unknown.	20 to 30.	31 to 40.	20 to 30.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	51 to 60.	Over 60.	Unknown.	Under 20.	20 to 30.	31 to 40.	41 to 50.	51 to 60.	Over 60.	Unknown.		
																																											DISEASES—*continued.*
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	4	1	1	10	4	9	7	5	2	1	11	39	Natural.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–	1	–	1	–	–	2	4	Paralysis.
–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–	–	–	–	1	–	4	1	1	–	–	1	7	Pleurisy.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–	1	–	–	–	–	2	–	2	–	–	–	4	Pneumonia.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	1	2	Quinsy.
–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	1	2	1	1	1	1	–	1	7	Rheumatic Fever.
–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	1	2	–	–	–	–	3	Rheumatism.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5	–	–	–	–	1	2	15	3	1	–	–	3	24	Scurvy.
–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	1	–	–	–	–	1	2	Scrofula.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	–	1	2	8	3	1	–	–	3	17	Small-pox.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	1	Sore Throat.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	1	1	Stomach, Gout in.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–	–	–	–	–	2	2	Stomach, Inflammation of.
–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	1	Stomach, Mortification of.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–	–	–	–	2	2	Stomach, Pains in.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	2	–	–	–	–	2	2	Stricture.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	1	Swollen Throat.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	1	Thigh, Abscess in.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	1	Toe, Mortification of.
–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	2	Tongue, Cancer on.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3	–	1	–	–	4	6	Typhus Fever.
–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	2	1	–	–	–	–	–	–	–	3	4	3	2	–	–	226	9	27	14	6	4	1	233	294	Unknown.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	1	1	Urinary Disease.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	1	2	Urine, Retention of.
–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	2	1	–	–	2	1	7	4	2	–	–	3	17	Venereal Disease.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	1	Venereal and Scurvy.
3	1	1	–	–	–	–	–	–	–	–	–	7	2	–	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	6	–	–	1	–	18	34	74	12	6	1	–	19	146	Yellow Fever.
																																											CASUALTIES, &c.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	1	Bladder, Rupture of.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	2	2	–	–	1	5	Blood Vessel, Rupture of.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	6	–	–	–	–	–	6	Cold, Exposure to.
23	6	–	–	–	–	–	1	–	–	1	1	5	5	4	1	1	–	1	2	–	–	6	6	–	1	1	–	–	1	2	58	130	31	10	2	1	169	295	519	145	34	6	2	218	1,219	Drowned, by Accident.
19	14	1	5	1	8	2	–	1	–	1	7	20	4	2	–	4	–	5	2	1	3	16	11	2	–	6	–	–	–	1	11	39	19	7	1	–	143	171	495	155	38	8	1	303	1,171	Drowned, by Wreck.
–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1	2	2	1	1	–	–	1	7	Excessive Drinking.
–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	5	1	2	–	–	1	–	5	1	2	–	–	1	9	Exhaustion.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	1	–	–	–	–	–	1	Explosion, an.
–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	1	–	–	–	–	–	–	–	1	–	–	–	–	–	–	3	2	–	–	–	2	–	6	6	1	–	–	4	17	Fell down Hold.
1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	9	11	1	1	2	–	21	38	50	10	4	2	–	27	131	Fell from Aloft.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–	–	1	2	–	–	2	–	–	5	Frozen.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	1	2	Head, Injury to.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	1	Laudanum, Overdose of.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	1	Leg, Amputation of.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3	1	–	–	–	–	6	2	–	–	–	–	8	Murdered.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	2	–	–	–	–	–	3	Shot.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1	3	–	1	–	–	5	Sudden (not stated).
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1	1	2	–	–	–	–	1	4	Suffocation.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1	1	1	2	2	–	–	1	7	Suicide (Drowning).
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	2	1	1	1	–	–	5	Suicide (not stated).
1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5	–	5	3	–	–	–	7	15	Sunstroke.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	1	1	Thunderstroke.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	1	–	–	–	–	–	1	Unwholesome Food, supposed.
1	1	–	–	–	–	–	–	–	–	–	–	2	–	–	–	–	–	–	–	–	–	3	1	–	–	1	–	–	–	–	7	5	1	–	–	–	13	17	22	8	1	–	–	16	64	Various (not stated).
75	34	13	9	1	15	4	3	3	2	2	12	62	25	8	3	8	1	16	6	2	6	45	27	5	1	10	1	1	1	8	111	319	99	61	21	5	877	741	1,955	640	255	59	11	1,205	4,866	
134				30							118						31					88					2		9		1,403														

J. J. Mayo,
Registrar General.

RETURN showing the Number, Ages, Ratings, and Causes of Death of SEAMEN reported as having DIED in BRITISH MERCHANT SERVICE during the Year 1866.

(*Mr. Graves.*)

Ordered, by The House of Commons, *to be Printed,*
4 *June* 1867.

346.

Under 1 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 12 February 1867;—*for*,

ACCOUNT "of the SUMS collected from the MERCHANT SHIPPING of the UNITED KINGDOM in the shape of FINES, FORFEITURES for DESERTION, &c., and UNCLAIMED WAGES of Deceased SEAMEN, paid into and now forming part of the CONSOLIDATED FUND of the UNITED KINGDOM, under the Provisions of 'The Merchant Shipping Act, 1854,' during the Years from 1854 to 1866 inclusive; distinguishing each Year and each Class under each Department."

YEAR.	Fines and Forfeitures for Desertion, &c.	Unclaimed Wages of Deceased Seamen paid into, and now forming part of, the Consolidated Fund.
	£. s. d.	£. s. d.
1854	342 7 6	—
1855	297 18 5	—
1856	512 — —	—
1857	699 17 8	—
1858	158 1 5	—
1859	174 16 7	7,303 10 6
1860	132 6 2	5,221 3 11
1861	168 16 8	5,380 17 4
1862	132 16 3	9,488 1 9
1863	219 10 10	10,549 11 8
1864	188 9 3	8,463 16 6
1865	175 13 8	7,866 6 4
1866	(*a*)	8,006 16 9

(*a*). The account for 1866 is not yet made up.

The first payment of unclaimed wages of deceased seamen, under the 202nd section of the Merchant Shipping Act, was made to the Consolidated Fund in 1859.

H. R. Williams, Accountant.

MERCHANT SHIPPING.

ACCOUNT of the Sums collected from the Merchant Shipping of the United Kingdom in the shape of Fines, Forfeitures for Desertion, &c., and Unclaimed Wages of Deceased Seamen, paid into and now forming part of the Consolidated Fund of the United Kingdom, under the Provisions of "The Merchant Shipping Act, 1854," during the Years from 1854 to 1866 inclusive; distinguishing each Year and each Class under each Department.

(*Mr. Lusk.*)

Ordered, by The House of Commons, *to be Printed,*
22 *February* 1867.

402

MERCHANT SHIPS.

RETURN to an Order of the Honourable The House of Commons, dated 20 March 1867;—*for*,

COPY "of CORRESPONDENCE between the Board of Trade and any Persons, Local Marine Boards, or other Bodies, on the Subject of the DIETARY SCALES in use in MERCHANT SHIPS."

Board of Trade, Whitehall, 21st May 1867.

T. H. FARRER.

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed,* 3 *May* 1867.

LIST OF PAPERS.

No.				
1	19 February	1867 -	(M. 1481)	Board of Trade Circular - - - - - - - - -
2	22 February	1867 -	,,	The Superintendent Sunderland Mercantile Marine Board to Board of Trade.
3	23 February	1867 -	(M. 1638)	Captain J. F. Trivett to Board of Trade - - - - -
4	25 February	1867 -	(M. 1679)	The Secretary Dublin Local Marine Board to Board of Trade -
5	26 February	1867 -	(M. 1737)	Messrs. J. & A. Allan to Board of Trade - - - - -
6	26 February	1867 -	(M. 1738)	The Secretary Hull Local Marine Board to Board of Trade - -
7	26 February	1867 -	(M 1739)	Royal Mail Steam Packet Company to Board of Trade - -
8	26 February	1867 -	(M. 1740)	The Superintendent Liverpool Mercantile Marine Office to Board of Trade.
9	27 February	1867 -	(M. 1775)	S. R. Graves, Esq., M.P., to Board of Trade - - - -
10	28 February	1867 -	(M. 1785)	The Superintendent Leith Mercantile Marine Office to Board of Trade
11	2 March	1867 -	(M. 1845)	Government Emigration Board to Board of Trade - - -
12	2 March	1867 -	(M. 1851)	The Secretary Newcastle Local Marine Board to Board of Trade -
13	2 March	1867 -	(M. 1869)	Dr. H. Leach to Board of Trade - - - - - -
14	4 March	1867 -	(M. 1914)	Wm. Inman, Esq., to Board of Trade - - - - - -
15	4 March	1867 -	(M. 1918)	Henry Milvain, Esq., to Board of Trade - - - - -
16	6 March	1867 -	(M. 1935)	Mr. W. S. Lindsay to Board of Trade - - - - -
17	7 March	1867 -	(M. 2004)	The Secretary London Local Marine Board to Board of Trade -
18	8 March	1867 -	(M. 2071)	C. Norwood, Esq., M.P., to Board of Trade - - - -
19	6 March	1867 -	(M. 2130)	The Secretary Belfast Local Marine Board to Board of Trade -
20	14 March	1867 -	(M. 2243)	Messrs. Frederick Powell & Co. to Board of Trade - - -
21	21 March	1867 -	,,	Board of Trade to Messrs. Frederick Powell & Co. - - -
22	22 March	1867 -	(M. 2456)	Captain Henry Toynbee to the Board of Trade - - - - -
23	26 March	1867 -	,,	Board of Trade to Captain H. Toynbee - - - - -
24	21 March	1867 -	(M. 2492)	The Secretary Aberdeen Local Marine Board to Board of Trade -
25	30 March	1867 -	(M. 2742)	The Secretary Cork Local Marine Board to Board of Trade - -
26	1 April	1867 -	(M. 2781)	The Secretary Dundee Local Marine Board to Board of Trade -
27	1 March	1867 -	(M. 2802)	Mr. M. Brownfield (Remarks) - - - - - - - -
28	5 April	1867 -	(M. 2918)	The Secretary South Shields Local Marine Board to Board of Trade
29	6 April	1867 -	(M. 2928)	The Secretary Glasgow Local Marine Board to Board of Trade -
30	15 April	1867 -	(M. 3196)	- - Ditto - - - - - ditto - - - - -
31	18 April	1867 -	(M. 3304)	The Secretary Bristol Local Marine Board to Board of Trade -
32	20 April	1867 -	(M. 3375)	The Secretary Plymouth Local Marine Board to Board of Trade -
33	22 April	1867 -	(M. 3387)	The Secretary North Shields Local Marine Board to Board of Trade

COPY of CORRESPONDENCE between the Board of Trade and any Persons, Local Marine Boards, or other Bodies, on the Subject of the DIETARY SCALES in use in MERCHANT SHIPS.

— No. 1. —

(M. 1481.)

BOARD OF TRADE CIRCULAR.

Board of Trade, Whitehall,
19 February 1867.

Sir,

I AM directed by the Board of Trade to invite attention to the subject of the dietary scale for the crews of merchant ships.

Under the provisions of the Merchant Shipping Act of 1854 the Board of Trade have no power to issue or establish any scale for adoption in the merchant service. They have, however, in some cases consented to allow a printed scale of provisions to be inserted in the official form of agreement for the purpose of saving the clerical labour of inserting the quantities, &c., in manuscript in each case. But in these cases (as in the case of a manuscript scale) before the scale can be binding it must be agreed to both by the seamen and the master; and it may, of course, be rejected altogether in favour of any other scale that may be mutually agreed on at the time of signing articles.

A question has now arisen whether the dietary scales so printed, and whether the usual dietary scales in the merchant service are sufficient or not as regards quantity; and if they are sufficient as regards quantity, whether the articles supplied are themselves the best articles for maintaining the seamen's health and strength on a long voyage. This point is especially raised with regard to anti-scorbutics.

Another point specially urged is that some preserved potatoes, or other vegetables either preserved or fresh, or pickles, preserves, &c., may with advantage be substituted for some of the salt provisions at present usually supplied, in quantities perhaps more than sufficient.

The Board of Trade have for a long time given this subject their careful attention, and they are now desirous of receiving any suggestions or observations thereon, together with any proposals for a dietary scale, with which may be good enough to favour them.

I am, &c.
(signed) *Thomas Gray*,
Assist. Sec., Marine Department.

— No. 2. —

The Superintendent of the Sunderland Mercantile Marine Board to Board of Trade.

Mercantile Marine Office, Sunderland,
22 February 1867.

IF the qualities are good the quantities in the scale are amply sufficient. It would scarcely do in these days of freedom and voluntaryism to have recourse to a compulsory dietary scale. The fairest it would be prudent to venture, perhaps, with anything of that nature, would probably be to provide for the issue, at stated time, of preserved or fresh vegetables, preserves or pickles, in addition to the usual allowance of lime juice, as anti-scorbutics and as additions to or substitutes in place of some of the ordinary provisions on long and tropical voyages.

Perhaps the greatest drawback to our sailors getting the full and proper benefit of these provisions is the lack of good and skilful cooking, which I am afraid is much wanted in the British Merchant Service. I see no objections to a printed dietary scale, provided it is always understood that it is quite voluntary.

(signed) *John Lambton*,
Superintendent.

— No. 3. —

(M. 1638.)

Captain *J. F. Trivett* to Board of Trade.

3, Campbell-terrace, Bow,
23 February 1867.

Sir,

* *See* ante, No. 1.

In answer to your communication,* numbered as above, inviting attention to and remarks upon the dietary scale of the seamen in the mercantile marine, I would remark, first, that although every commander is aware, or ought to be aware, that there is no scale of provisions by law established for general adoption in the mercantile marine, yet the scale recommended, I believe, by the Ship-owners' Society as a minimum, has become so general and is so frequently inserted in the articles of agreement as a matter of course, that it is not very surprising that it should be regarded by some as sanctioned by Government, and described, as I have heard, by many as the Board of Trade scale. Hence it appears to me to be almost necessary that the minds of both masters and men should be disabused and cleared of any misconception in that respect, and that it should be more publicly made known that the masters and crews are free to adopt any scale of provisions they may mutually agree upon.

Second. As to whether the usual dietary scales in the merchant service are sufficient as regards quantity?

From a pretty long experience, I am inclined to think that the usual and most commonly used scale is quite sufficient for ships that may be engaged in the southern, or what may be called the "fine-weather trades," where the men have their usual regular amount of rest, and where their appetites are not sharpened by the keen bracing air of high latitudes. But in ships engaged in the North American, Baltic, or similar trades, the usual dietary scale may not be at all times sufficient; I think it will very frequently be found that in such ships the usual dietary scale (if any) will be disregarded, and extra provisions issued as found to be requisite. It is now many years since I have been in those trades, but I distinctly remember, during a passage to Archangel, our daily consumption was three pounds and a-half of good corned beef per man per day, with an unlimited supply of biscuits, flour and potatoes, besides extras.

Third. Whether the articles of food now supplied are the best for maintaining the health of the seamen? is rather problematical, and cannot be answered directly either in the affirmative or otherwise.

I am inclined to think that the diet may be improved; but that the present scales in general use are quite sufficient to maintain the crews in a good state of health is abundantly answered in the affirmative, from the fact that scurvy or any other disease incidental to seamen, is almost unknown on board the ships belonging to Messrs. Green, Wigram, Smith, Tindall, and many other respectable firms.

My last voyages at sea were in the service of the Honourable Hudson's Bay Company, trading to the north-west coast of America. The passage is the longest that is taken by any of our merchant ships; it is also the most trying to both ship and crew, passing through four tropical summers, and I may say three winters, in the space of nine or ten months; yet scurvy is unknown on board of those ships. The dietary scale was the usual and well-known scale, with a liberal supply of potatoes at the commencement of each passage, a liberal allowance of pickled cabbage or onions every week, and of preserved potatoe when that vegetable in its pure state could not be obtained; an occasional issue of preserved soup and bouilli after the middle of the passage. The men had a dram of spirits daily, which was drank at the tub; also, the daily ration of lime juice. In the tropics, in hot and sultry weather, a 20-gallon cask of thin spruce beer made on board from the essence of spruce, was placed near the mainmast, from which the men could drink at pleasure, but take none away. A portion of every Friday

Friday devoted to the men's washing their own clothes, and a general cleaning and inspection of the ship throughout every Saturday. These and similar precautions, I believe, will be found sufficient to keep away scurvy. I may add that the men always had a ration of suet for their puddings, and were never allowed to use the "cook's slush," or grease, for food in any shape or way whatever, a practice, I regret to say, much too common in many ships.

In the belief that the present dietary scale is all-sufficient for maintaining the crews in a good and efficient state of health; believing also that in those ships where scurvy has made its appearance, it will be found that the provisions and anti-scorbutics have been inferior in quality, or that strict attention has not been paid to the daily issue of lime juice under the superintendence of an officer, with the want of other little attentions in the matter of cleanliness, &c. I think it will be found sufficient to eradicate the disease if, upon due proof being substantiated that any of those well-known precautions for the prevention of scurvy having been neglected, or the want of due care being paid to the health of the crew, then the names of the ships and of the parties under censure should be made public. Such a mode of proceeding would, I imagine, have a much better effect than for the Board of Trade, as a Government Department, to interfere with the dietary of our merchant seamen.

There are no doubt many articles which might be introduced into the dietary scale with very great advantage, and the commanders of our merchant ships might be encouraged to vary the diet as much as possible, and make use of proper substitutes for the articles enumerated in the scale much more frequently than is now done; the fear of the vexatious and annoying interference of police magistrates in the Colonies, or of consuls in foreign ports being removed. If this were done, and the present scale being allowed to remain as a minimum allowance, it is more than probable that a marked and rapid improvement would take place in the dietary of our merchant seamen without the direct interference of a Government Department.

I will merely add, in conclusion, that when I first entered the service, and for many years afterwards, the usual allowance of meat in the merchant service was two pounds of salt beef per man per day, or one pound and a-half of salt pork, and no tea, coffee, or sugar; and although the salt meat was much inferior in quality to that of the present day; and although our passages were frequently five months and upwards, yet I never saw scurvy but once; that case was the butcher of a large ship, for those days, and he never ate salt meat, but fared almost as well as the best man on board of that ship; we mustered 500 in number.

Trusting you will pardon the length of these remarks,

I am, &c.
(signed) *J. F. Trivett.*

Thomas Gray, Esq.,
Assistant Secretary, Marine Department.

— No. 4. —

(M. 1679.)

The Secretary to the Dublin Local Marine Board to Board of Trade.

Dublin Local Marine Board,
25 February 1867.

Sir,

I AM directed by this Board to acknowledge your letter of the 19th instant, marked M., numbered 1481, respecting the dietary of seamen, and requesting this Board to offer any suggestions relative thereto.

In reply they consider a printed scale not desirable on account of the varying lengths of voyages, and the differing climates through which ships have to pass; also that every set of ship's articles should be submitted by the Marine Superintendent to a Royal naval surgeon of extensive experience in sundry climates, to decide on and to modify, as he may see fit, the scales, and quantities and qualities of dietary proposed for insertion in the articles, and to test and certify as to quality.

I am, &c.
(signed) *W. Wood,*
Secretary.

The Secretary, Marine Department,
Board of Trade, London.

— No. 5.—

(M. 1737.)

Messrs. *J. & A. Allan* to Board of Trade.

70, Great Clyde-street, Glasgow.
26 February 1867.

Sir,

* *See* ante, No. 1.

We beg to acknowledge the receipt of your letter of the 19th inst.*

We enclose a copy of the dietary scale adopted for the crews of the ships in our employment.

That scale we consider quite sufficient, both as regards quantity and suitability for maintaining the seamen's health and strength on a long voyage.

We never knew of any case of scurvy having occurred on board any of our ships, and we believe there is no instance on record of any cases of scurvy having occurred on board vessels fitted out in the Clyde.

We remain, &c.
(signed) *Jas. & Alexr. Allan.*

Thomas Gray, Esq.,
Assistant Secretary, Marine Department,
Board of Trade, Whitehall, S. W.,
London.

Enclosure in No. 5.

Scale of Victualling for Crew.

One Man.	Bread.	Beef.	Pork.	Flour.	Pease.	Rice or Barley.	Raisins.	Tea.	Coffee.	Sugar.	Mustard.	Vinegar.	Lime Juice.
	lb.	*lb.*	*lb.*	*lb.*	*lb.*	*lb.*	*oz.*	*oz.*	*oz.*	*lb.*	*oz.*	*pts.*	*oz.*
Sunday - -	1	1½	–	–½	–	–	2	–¼	1				–½
Monday - - -	1	–	1¼	–	–⅓	–	–	–¼	1				–½
Tuesday - - -	1	1½	–	–	–	–½	–	–¼	1				–½
Wednesday - -	1	–	1¼	–	–⅓	–	–	–¼	1				–½
Thursday - - -	1	1½	–	–½	–	–	–	–¼	1	1 lb. per week.	¼ oz. per week.	½ pint per week.	–½
Friday - - -	1	–	1¼	–	–⅓	–	–	–¼	1				–½
Saturday - - -	1	1½	–	–	–	–½	–	–¼	1				–½
For 1 Week -	7	6	3¾	1	1	1	2	1¾	7	1	–½	–½	3½
„ 4 „ - -	28	24	15	4	4	4	8	7	1 –¾	4	2	2	14
							lbs. oz.	*lbs. oz.*	*lbs. oz.*		*lbs. oz.*	*gals. pts.*	*lbs. oz.*
„ 13 „ - -	91	78	48¾	13	13	13	1 10	1 6¾	5 –¾	13	– 6½	– 6½	2 13½
„ 26 „ - -	182	156	97½	26	26	26	3 4	2 13½	12 11½	26	– 13	1 5	5 11
„ 52 „ - -	364	312	195	52	52	52	6 8	5 11	23 –	52	1 10	3 2	11 6

As a substitute for ½ lb. of beef and for ¼ lb. of pork, the masters of our vessels take the option of giving 1 butter per man per week, and once a week he issues a ration of soup and bouilli to the crew; but while this is it is not desirable to make it compulsory, as it sometimes happens, from the season of the year or the port abroa the ship may have to re-victual at, such supplies could not be obtained.

— No. 6. —

(M. 1738.)

The Secretary to the Hull Local Marine Board to Board of Trade.

Local Marine Board, Hull,
26 February 1867.

Sir,

I AM directed by the chairman of the Local Marine Board to acknowledge the receipt of your letter of the 19th* instant, inviting attention to the subject of the dietary scale for the crews of merchant ships, and requesting to be informed of any suggestions the Local Board may have to offer thereupon.

* *See* ante, No. 1.

I am to state that, in the opinion of this Board, the scales of provisions, varying necessarily according to the nature and length of the voyage in the trade in which the ships are employed, and whether they be English or Scotch ships, are generally found to be liberal, and approved by the men; and that it is inexpedient for the Government to interfere beyond the powers already contained in the Merchant Shipping Acts, further than by appointing an inspector of anti-scorbutics, as already recommended by this Board. That preserved potatoes or other vegetables may, with advantage, be substituted, at the discretion of the master or owner, for a portion of salt provisions where previously issued to excess.

I am also desired, in case of further legislation on this matter, to call attention to the fact that, by the practice now generally adopted, the crews of "foreign-going" steam-ships engaged in the Baltic and other short trades find their own provisions, and are paid wages accordingly.

I have, &c.
(signed) *H. Cortass*,
Secretary.

The Secretary, Marine Department,
Board of Trade, London.

— No. 7. —

(M. 1739.)

Royal Mail Steam Packet Company to Board of Trade.

Royal Mail Steam Packet Company,
No. 55, Moorgate-street, London, E.C.,
26 February 1867.

Sir,

THE directors of this company have under consideration the subject of the dietary scale now in use on board of their ships with the object of making such alterations therein as, under existing circumstances, it is considered would be beneficial in a sanitary point of view.

The directors have desired me to hand you, on the other side, copy of the scale now in use, upon which copy the proposed modifications and additions are shown in red ink,* and they trust that the adoption of the scale, so revised, may receive the approval of the Lords of the Committee of Privy Council.

* Printed between brackets [ ].

I have, &c.
(signed) *J. M. Lloyd*,
Secretary.

The Secretary, Marine Department,
Board of Trade.

P.S.—The directors have just received the letter of the Assistant Secretary of the Marine Department (M. 1481.), dated 19th instant, through their superintendent at Southampton, and in reply thereto they beg reference to the dietary scale transmitted herewith.

Enclosure in No. 7.

SCALE of PROVISIONS to be allowed and served out to the Crew during the Voyage.

——	Bread.	Beef.	Pork.	Flour.	Peas.	Tea.	Coffee.	Sugar.	Water.	Suet.	Rum.	
	lb.	*lb.*	*lb.*	*lb.*	*pint.*	*oz.*	*oz.*	*oz.*	*qts.*	*oz.*	*gill.*	
Sunday - - -	[¾]	[1¼]	–	¾	–	½	–	2	–	2	1	While at sea salt beef or salt pork, being issued on alternate days.
Monday - - -	[¾]	–	[1¼]	–	½	½	–	2	–	–	1	
Tuesday - - -	[¾]	[1¼]	–	¾	–	½	–	2	–	2	1	
Wednesday - -	[¾]	–	[1¼]	–	½	½	–	2	–	–	1	
Thursday - - -	[¾]	[1¼]	–	¾	–	½	–	2	–	2	1	
Friday - - -	[¾]	–	[1¼]	–	½	½	–	2	–	–	1	
Saturday - - -	[¾]	[1¼]	–	¾	–	½	–	2	–	2	1	

Lime juice and vinegar, while on salt provisions, ½ pint per man weekly.

In harbour, fresh meat [1½] lb. per man daily, with sufficient barley and vegetables to thicken soup, and 1 lb. of potatoes or yams.

When the ship is in harbour abroad fresh and salt meat will be served out on alternate days, and where vegetables are scarce and dear the Providore is not required to spend more than four dollars per day on fresh-meat days, in purchasing vegetables for the ship's company.

Oatmeal, 1 pint per man weekly, and extra to engine-men when the steam is up, at which time the firemen and trimmers will be allowed half-a-gill of rum extra daily.

When potatoes or other provisions cannot be procured or supplied in sufficient quantities, proper and equivalent substitutes will be supplied in lieu thereof.

——	[Butter.]	[Mustard.]	[Pepper.]	[Salt.]
[Additional Weekly Issue] - - - -	[½ lb.]	[1 oz.]	[½ oz.]	[2 oz.]

Note.—The words and figures between *brackets* [ ] were written with red ink in the original.

— No. 8. —

(M. 1740.)

The Superintendent of the Liverpool Mercantile Marine Offices to Board of Trade.

Mercantile Marine Offices, Canning-place, Liverpool,
26 February 1867.

Sir,

WITH reference to your circular letter, dated the 19th instant, on the subject of the dietary scale for crews of merchant ships, I beg to express an opinion that the scale inserted in forms of agreement used at this port (*see* copy enclosed) allows sufficient (in quantity) of what appear to me suitable articles for maintaining the seaman's health, especially if the Substitutes Clause be occasionally acted upon.

I may remark, in reference to an observation in your letter, that although the scale of provisions is printed in the forms of agreement in use at this office it is always held subject to any alteration agreed to by the masters and seamen.

I am, &c.
(signed) *A. J. Mott*,
Superintendent.

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure in No. 8.

SCALE of PROVISIONS to be allowed and served out to the Crew during the Voyage.

	Bread.	Beef.	Pork.	Flour.	Peas.	Tea.	Coffee.	Sugar.	Water.
	lb.	*lb.*	*lb.*	*lb.*	*pint.*	*oz.*	*oz.*	*oz.*	*qts.*
Sunday - - - -	1	1½	–	½	–	⅛	½	2	3
Monday - - - -	1	–	1¼	–	⅓	⅛	½	2	3
Tuesday - - - -	1	1½	–	½	–	⅛	½	2	3
Wednesday - - -	1	–	1¼	–	⅓	⅛	½	2	3
Thursday - - - -	1	1½	–	½	–	⅛	½	2	3
Friday - - - -	1	–	1¼	–	⅓	⅛	½	2	3
Saturday - - - -	1	1½	–	–	–	⅛	½	2	3

SUBSTITUTES.

One oz. of coffee, or cocoa, or chocolate, may be substituted for ½ oz. of tea. Molasses for sugar, the quantity to be one-half more. 1 lb. of potatoes or yams, ½ lb. of flour or rice, ⅓ pint of peas, or ⅔ pint of barley, may be substituted for each other. When fresh meat is issued, the proportion to be 2 lbs. per man per day, in lieu of salt meat, flour, rice, and peas. Beef and pork may be substituted each for the other.

N.B.—The Board of Trade do not interfere as to the quantities of provisions to be supplied.

— No. 9. —

(M. 1775.)

S. R. Graves, Esq., M.P., to Board of Trade.

Dear Sir, 5, Cleveland-row, S.W., 27 February.

WITH reference to the communication (M. 1481), as to dietary scale for crews of merchant ships, I deemed the matter of sufficient importance to seek the opinion of the Shipowners Association of Liverpool thereon; and I now forward a copy of a resolution passed by the Committee of the Association.

I have, &c.

Thomas Gray, Esq. *S. R. Graves.*

Enclosure in No. 9.

Shipowners Association, Liverpool,
25 February 1867.

At a Meeting of the Committee of the Liverpool Shipowners Association, held on the 25th Day of February 1867.

PRESENT:—W. T. JACOB, Esq., in the CHAIR.
&c. &c. &c.

VICTUALLING of SHIPS.

Read, Letters from Mr. S. R. Graves, M.P., enclosing one from the Board of Trade, on the subject of the dietary scale for the crews of merchant ships.

Resolved, That this Association deprecates any interference by the Legislature, but would approve of the anti-scorbutics, lime juice and vinegar, being under Government control.

(Extracted from the Proceedings.)

Ellis and Field, Secretaries.

— No. 10. —

(M. 1785.)

The Superintendent of the Leith Mercantile Marine Office to Board of Trade.

Mercantile Marine Office, Leith,
28 February 1867.

Sir,

I HAVE received your letter (M. 1481) of the 19th February 1867, directed by the Board of Trade to invite attention to the subject of the dietary scale for the crews of merchant ships. With reference to this communication, I beg to state that there is a very great difference in the dietary scale of provisions inserted in the official forms of agreement that pass through this office inserted in manuscript. In many of the steam vessels employed under running agreement, it is agreed to by the seamen and the masters, that the provisions are to be found by the seamen out of their wages. In the foreign-going sailing ships to the Baltic, &c., it is frequently stipulated that the provisions is to be sufficient, without waste.

It often occurs that when the wages are being paid to the seamen belonging to vessels in which such vague agreements relating to provisions are entered, that disputes arise, and are with difficulty settled.

I think that such arrangements are not the best for maintaining the health and strength of the seamen during any voyage. In a case where the crew bind themselves to find their own provisions, they frequently run short, and cannot procure a supply. Again, the insertion of "provisions sufficient, without waste," on the agreement does not, in my opinion, compel the masters to provide the crew with food sufficient in quality or quantity to keep them in health and strength to perform their duties.

I have given the subject of your letter my most serious consideration, and would respectfully state to the Board of Trade that, in my opinion, the dietary scale which I have drawn out on the other side, and which has been generally agreed to by seamen and masters at this port for many years, and which was copied from a printed scale passing through my hands, of an agreement entered into at Liverpool, would be sufficient as regards quantity, and provided they are of the best quality. In submitting this scale of provisions for the consideration of the Board of Trade, I would add, that I think it very desirable "that some preserved potatoes, or other vegetables, either preserved or fresh, should be substituted for some of the salt provisions usually supplied," which I have inserted under the scale noted above. It is most respectfully submitted for the consideration of the Board of Trade, that, for the sake of humanity, the Legislature should step in, and, as far as possible, by legislative measures, protect the British seamen from the crafty and designing who so frequently rob him of health and strength, by supplying and issuing very inferior provisions at a time when his services and exertions are most required, when he has no means of remedying the evil by which his frame is enervated by one of the worst of scourges, scurvy, and probably ending in death.

I am, &c.
(signed) *Thomas Thompson*,
Superintendent.

The Assistant Secretary,
Marine Department, Board of Trade,
Whitehall, London.

Enclosure in No. 10.

SCALE of PROVISIONS to be allowed and served out to the Crew during the Voyage.

	Bread.	Beef.	Pork.	Flour.	Peas.	Tea.	Coffee.	Sugar.	Water.
	lb.	*lb.*	*lb.*	*lb.*	*pint.*	*oz.*	*oz.*	*oz.*	*quarts.*
Sunday - - - -	1	1½	–	½	–	⅛	½	2	3
Monday - - - -	1	–	1¼	–	⅓	⅛	½	2	3
Tuesday - - - -	1	1½	–	½	–	⅛	½	2	3
Wednesday - - -	1	–	1¼	–	⅓	⅛	½	2	3
Thursday - - - -	1	1½	–	½	–	⅛	½	2	3
Friday - - - -	1	–	1¼	–	⅓	⅛	½	2	3
Saturday - - - -	1	1½	–	–	–	⅛	½	2	3

SUBSTITUTES.

One oz. of coffee, or cocoa, or chocolate, may be substituted for ¼ oz. of tea. Molasses for sugar, the quantity to be one-half more. 1 lb. of potatoes or yams, ½ lb. flour or rice, ⅓ pint of peas or ½ pint of barley, may be substituted for each other. When fresh meat is issued, the proportion to be 2 lbs. per man per day, in lieu of salt meat, flour, rice, and peas. Beef and pork may be substituted each for the other.

In addition to the above scale—

When preserved meat is issued - - - - - ¾ lb. per day.
Preserved potatoes „ - - - - - ½ lb. per day.
One gill of mixed pickles for a gill of vinegar.

(signed) *Thomas Thompson*,
Superintendent.

— No. 11. —

(M. 1845.)

Government Emigration Board to Board of Trade.

Government Emigration Board,
8, Park-street, Westminster, S. W.,
2 March 1867.

Sir,

I HAVE to acknowledge the receipt of your letter of the 19th ultimo, on the subject of the dietary scale of the crews of merchant ships.

As we have no legal power to interfere with the accommodation of seamen, or to prescribe a diet scale for them in passenger ships, our attention has not been specially directed to the consideration of these subjects, nor have we any precise information respecting the quantity and variety of the articles of food usually provided for sailors in the mercantile marine.

The 31st Section of "The Passengers Act, 1855," however, directs that in every "passenger ship" (as defined by the 3rd Section of "The Passengers Act Amendment Act, 1863") there shall be shipped for the use of the crew, an ample supply of wholesome provisions and pure water, the quality of which shall not be inferior to the quality of the same articles provided for the consumption of the passengers.

In the ships which this Board takes up by contract for the conveyance of emigrants, a particular dietary scale is prescribed, a copy of which is herewith enclosed for your information; and it is stipulated that adequate accommodation shall be provided for the crew, and that the provisions and stores for their use shall be of the same quality as the like articles supplied to the passengers, and shall be furnished by the same firm or dealer. It is the duty of the emigration officer at the port to see that these stipulations are duly carried out, and we have every reason to believe that that duty is carefully performed.

We feel no doubt that, in a sanitary point of view, any dietary scale for sea use, especially on long voyages, should be as varied as practicable, and should include

include preserved meats and vegetables. The scale used in our ships has been framed and altered from time to time, with the assistance of the professional knowledge and practical experience of the several medical officers, whom we send out in charge of the emigrants. But it must be borne in mind that this scale is a special one adapted to the case of a body of people consisting of men, women, and children, of whom the two latter classes usually predominate, and none of whom are required to perform any work on board. In any scale for seamen, a larger proportion of animal food, and other alterations, would doubtless be required.

I may add, that not long since, upon the rumour of an appearance of scurvy in some vessels, we endeavoured, with the best professional advice we could obtain, to discover some ready mode of testing the purity of the lime juice, which by the Passengers Act, forms part of the dietary scale in all passenger ships, where the duration of the voyage exceeds 84 days for sailing vessels, or 50 days for steamers. But the attempt proved unsuccessful, as it appeared that nothing short of a chemical analysis on each occasion would detect the adulteration of this important anti-scorbutic.

I have, &c.

Thomas Gray, Esq. (signed) *S. Walcott.*

Enclosure in No. 11.

DIETARY SCALE.

	Animal Food.					Bread Stuffs.					Preserved Vegetables.			Groceries.					
	Beef.	Pork.	Preserved Meat.	Suet.	Butter.	Biscuit.	Flour.	Oatmeal.	Peas.	Rice.	Potatoes.	Carrots.	Onions.	Raisins.	Tea.	Coffee, Weight when Roasted.	Sugar.	West India Molasses.	Water.
	oz.	*oz.*	*oz.*	*oz.*	*oz.*	*oz.*	*oz.*	*oz.*	*pt.*	*oz.*	*oz.*	*oz.*	*oz.*	*oz.*	*oz.*	*oz.*	*oz.*	*oz.*	*qts.**
Sunday	–	8	–	2	–	6	8	–	½	–	–	–	4	3	¼	–	–	2	3
Monday	–	–	8	–	3	6	8	–	–	4	4	–	–	–	–	½	4	2	3
Tuesday	8	–	–	–	–	6	8	8	–	–	–	4	–	–	¼	–	–	–	3
Wednesday	–	8	–	2	–	6	8	–	½	–	–	–	4	2	–	½	4	2	3
Thursday	8	–	–	–	3	6	8	–	–	–	–	4	–	–	¼	–	–	–	3
Friday	–	–	8	2	–	6	8	8	–	4	4	–	–	3	–	1	4	2	3
Saturday	–	8	–	–	–	6	8	–	¼	–	–	–	–	–	¼	–	–	–	3
Weekly TOTALS	16	24	16	6	6	42	56	16	¾	8	8	8	8	8	1	2	12	8	21

* The water is, as far as possible, to be distilled water. In the Tropics the surgeon may issue a larger allowance, provided the supply will admit of it.

Mixed Pickles - - Half gill
Lime Juice while within the Tropics - - 3 ounces
} Twice Weekly.

Mustard - - Half an ounce
Salt - - Two ounces
Pepper, ground Half an ounce
} Weekly.

Children between one and four years of age are to receive alternately preserved beef and mutton instead of salt meat every day, also half a pint of preserved milk, and every alternate day, one egg, or two teaspoonsfull of condensed egg. Children under one year old are to be allowed three pints of water daily; and if above four months old, half a pint of milk daily; also three ounces of preserved soup, and one egg, or two teaspoonsfull of condensed egg, every alternate day, and 12 oz. of biscuit, 4 oz. of oatmeal, 8 oz. of flour, 4 oz. of rice, and 10 oz. of sugar weekly. To infants under four months old, the surgeon may issue such nutriment as he may, in any case, think necessary. The surgeon may draw an additional quart of water daily for the use of each person sick in the hospital.

While in any port in the United Kingdom, or in any port into which the vessel may put before completing the voyage, and for two days after sailing, and while the emigrants remain on board in the port of disembarkation, three-quarters of a pound of fresh meat, one pound and a half of soft bread, and one pound of potatoes, per statute adult, are to be issued daily (if obtainable), with a suitable supply of vegetables, in lieu of all the other rations, except tea, coffee, sugar, and butter.

To

To provide for the above rations at sea, the following net quantities, at least, of provisions and water are to be shipped for every 100 statute adults which the ship can legally carry, and in the same proportion for any number less than 100 statute adults, viz :—

	lbs.
Beef (*b*)	2,000
Pork (*b*)	3,000
Preserved Meat, half Mutton and half Beef (*c*)	2,300
Suet	750
Butter	750
Biscuit (*a*)	5,500
Flour	7,250
Oatmeal	2,200
Rice (one half Carolina)	1,100

	lbs.
Preserved Vegetables: Potatoes (*e*, *f*)	1,000
Preserved Vegetables: Carrots (*f*)	1,000
Preserved Vegetables: Onions (*f*)	1,000
Raisins	1,000
Tea	125
Coffee	300
Sugar	1,600
West Indian Molasses	1,000
Peas (*d*)	1,500 pints
Grimwade's Desiccated Milk in 10-oz. bottles	170

Mixed Pickles	500 pints.
Lime Juice (*g*)	300 lbs.
Mustard	65 „
Salt	250 „
Pepper	65 „
Preserved Gravy Soup in 1-lb. tins	30 „
Condensed Egg in ¼-lb. tins	28 „
Bicarbonate of soda	5 „
Water (*h*)	13,000 gals.

One-seventh of the above quantities is to be deducted for vessels to Western Australia, and one-fourth for vessels to the Cape. One-fourteenth is to be added for vessels to New Zealand.

(*a*) The biscuit must not be below the second quality of that article, and at least two-thirds of the whole supply must be packed in casks or sound barrels.

(*b*) These articles are to be prime new Irish or American East India Beef, and picked pieces of prime mess pork, Irish, Dantzic, or Hambro'.

(*c*) No part of the supply to consist of soup and bouilli. The tins of preserved meats to contain not more than 4 lbs. each, and to be marked with raised figures from the inside of the tins with the date of preparation, and to be packed in moderate sized casks.

(*d*) The peas must be issued in a cooked state, as the surgeon may direct.

(*e*) From September to March inclusive, parties will have the option of taking a supply of fresh potatoes for the first month or six weeks, substituting one pound for the quarter of a pound of preserved potatoes. Fresh potatoes must be packed, one-half in casks, the heads of which have been perforated, and the other half in bags.

(*f*) These preserved vegetables must be the preparations of some person or firm approved by the Commissioners. The tins are to be marked with raised figures from the inside with the date of their preparation, are to contain not more than 4 lbs. each, and are to be packed in moderate sized casks.

(*g*) The lime juice to be packed in wickered stone bottles of 3 gallons each. Out of the Tropics, lime juice may be issued or not, at the discretion of the surgeon.

(*h*) Only half this quantity of water need be shipped in vessels which carry an apparatus duly approved by the said Commissioners for distilling fresh from salt water.

Medical Comforts are to be shipped in the following quantities for each 100 Adults, and in the like proportions for any less number.

100 Statute Adults :—
- 28 lbs. of Carolina rice.
- 20 ½-lb. packets of best prepared oatmeal grits.
- 35 lbs. of best West India arrow-root.
- 30 lbs. of Scotch barley.
- 25 lbs. of sago.
- 10 lbs. of tapioca.
- 25 lbs. of best preserved meat soup, 25 lbs. of best preserved beef tea, 25 lbs. of preserved broth, in 1-lb. tins.
- 10 lbs. of preserved chicken broth in ½-lb. tins.
- 40 lbs. of preserved boiled mutton and beef, half in 1-lb. and the remainder in ½-lb. tins.
- 25 lbs. of Grimwade's desiccated milk in 5-oz. bottles.
- 400 lbs. of loaf sugar.

100 Statute Adults :—
- 36 bottles of port wine, 18 bottles of sherry wine, 1 gallon of gin, in quart bottles.
- 5 gallons of brandy.
- 5 gallons of vinegar.
- 6 pints of methylated spirits of wine.
- 88 gallons of approved stout, being of a not less specific gravity than 1·095, one-half in imperial pint bottles, the rest in 9-gallon casks.
- Sufficient malt and hops, or such other material for leavening bread on the voyage as the Commissioners may approve.
- 3 cwts. of Braham's excelsior soap.
- ½ cwt. of best yellow soap.
- ½ bushel quicklime in cask.

— No. 12. —

(M. 1851.)

The Secretary to the Newcastle Local Marine Board to Board of Trade.

Local Marine Board, Newcastle,
2 March 1867.

Sir,

I am directed by the Local Marine Board to acknowledge the receipt of your letter (M. 1481) of the 19th instant, and in reply, to inform you for the information of the Board of Trade, that the printed scale referred to by you has never been adopted at the Mercantile Marine Office here, and that consequently the Local Marine Board do not feel themselves in a position to give an opinion regarding it.

The dietary scale here is always in manuscript, and of course is written by the authority of the master when the agreement is being prepared, and the seamen have it read to them, and it then rests with them whether they will engage themselves or not; the chairman of this Local Marine Board (Henry Milvain, Esq.) has a printed scale of his own, which is adopted here when any of his crews are engaged at Newcastle; the scale is a liberal one.

As regards the question of quality, it behoves the shipowner, to whose interest it is to get the best provisions he can, in order to keep his men in health and strength, as failing to do this he must necessarily suffer in a pecuniary point of view if any of his men are afflicted in sickness.

The Board have no suggestions to offer regarding any proposals for a dietary scale, and think that the scale should always be left an open matter, to be agreed upon when the articles are being signed.

I have, &c.
(signed) *W. Whitfield*,
Secretary.

The Secretary,
Marine Department, Board of Trade,
London.

— No. 13. —

(M. 1869.)

Dr. *H. Leach* to Board of Trade.

Hospital Ship, "Dreadnought,"
2 March 1867, S.E.

Sir,

I HAVE the honour to acknowledge your communication (M. 1481), bearing date 19th February, and, in accordance with your request, to forward the following reply:

DIET.

Sufficiency.—(1.) That the articles prescribed in the usual dietary scales for merchant seamen, are sufficient as regards pork, flour, tea, coffee, bread.

Surplus.—(2.) That there is more than a sufficiency as regards beef, peas, rice.

Deficiency.—(3.) That there is a deficiency as regards water (in the Tropics), lime juice.

Absence.—(4.) That there is a total omission as regards pickles, preserved meat, preserved potatoes, and other vegetables.

All of which are usefully anti-scorbutic.

I beg therefore to submit the following recommendations, involving alterations in the scales, now commonly used, only so far as is absolutely necessary for the preservation of health.

CHANGES PROPOSED.

Omissions.—(1.) That—

(a.) From ¼ to ½ lb. beef daily (*i. e.* when served out),
(b.) ¼ pint peas weekly,
(c.) All rations of rice,
be taken from the present scales of diet.

Additions.—(2.) That the following articles (in quantities such as may be determined) be substituted in lieu thereof:

(a.) Preserved meats.
(b.) Preserved potatoes and (or) other vegetables.
(c.) Pickles.
(d.) Extra water (in the Tropics).
(f.) 1 oz. (in lieu of ½ oz) of lime juice daily, containing 15 per cent. of spirit.

I have, &c.
(signed) *Harry Leach.*

Thomas Gray, Esq.,
Assistant Secretary, Marine Department,
Board of Trade.

— No. 14. —

(M. 1914.)

W. Inman, Esq. to Board of Trade.

Liverpool, New York, and Philadelphia,
Steam Ship Company,
Liverpool, 4 March 1867.

Sir,

I HAVE now the honour to acknowledge the receipt of, and to reply to your inquiry of the 19th instant (Circular Letter, M. 1481), as to the provisioning or feeding of sailors.

The articles on the Government Form, marked (U) are the ones signed in all our vessels, and they are also signed "no grog allowed."

Grog is, however, allowed daily on good behaviour, or at such times as the officers in command may think best for the firemen or sailors; the stewards having an allowance of porter.

The dietary for the crew is:—

Meat, fresh, three times daily.

Potatoes, fresh, two meals daily.

Biscuit, once, daily.

Tea, coffee, and sugar, *ad libitum*.

Bread alternately with biscuit.

Salt meat once or twice a voyage, which is enjoyed.

The vessels of our company carrying almost everything in ice, the crews live as if on shore, or, in fact, better than they could at home, and we are not subject to sickness or complaint.

I have, &c.
(signed) *William Inman*.

Thomas Gray, Esq.,
Assistant Secretary, Board of Trade.

— No. 15. —

(M. 1918.)

H. Milvain, Esq., to Board of Trade.

SCALE of PROVISIONS to be Allowed and Served out to the Crew during the Voyage.

ONE and a half pounds of beef or pork per man daily; one half pound of flour, one ounce of suet, and one ounce of raisins per man twice a week; one-fourth of a pint of peas per man thrice a week, and so on from time to time. Rice, potatoes, or other vegetables to be considered substitutes, and to be at the discretion of the captain; one-half pound of tea, one pound of coffee, and three pounds of sugar per man per month; one pound of bread per man daily, one gallon of water per man daily; and no small stores to be allowed until the vessel has proceeded to sea. Vinegar and lime juice agreeably to law.

"No spirits allowed."

— No. 16. —

(M. 1935.)

W. S. Lindsay, Esq., to Board of Trade.

Shepperton, Middlesex,
6 March 1867.

Sir,

As I do not now attend to the working of my ships I forwarded your circular letter of the 19th February, in regard to the provisions supplied to the crews of merchant vessels, to one of my co-owners in Liverpool, who is very largely interested in shipping, and a man of great experience and sound judgment. Herewith I send you his remarks, and I entirely agree with what he states. If the Board of Trade intend to recommend a scale, you cannot do better than adopt the one inclosed. I may add that the remarks herewith agree with the views entertained by most of our intelligent shipowners.

I am, &c.

The Assistant Secretary,
Board of Trade.

(signed) *W. S. Lindsay.*

Enclosure in No. 16.

The printed dietary scale is not a good one; it would have done for a compulsory scale, because that must have laid down a mere minimum of efficiency; but as the wiser course has been pursued, and the Legislature has for once refrained from compulsory interference, the dietary scale going out with the recommendation of the Board of Trade ought to be as good as it can be made without reducing the seaman's wages, which last would be the inevitable result of making the dietary too expensive.

One advantage to be derived from recommending a good scale would be that the seaman would at once be set on his guard by an attempt to reduce it, and if he signed articles subjecting himself to such reduction he would do it with his eyes open. At present he cannot well object to what the Board of Trade recommends as sufficient for him.

1¼ lb. of salt meat is scarcely enough; in fact, is short commons, when not helped out by other things.

Sailors like flour much better than bread; we always let them have as much flour as they can eat without waste.

They do not care to eat rice, and no practical object is gained by having that in the scale. At any rate, they will always take flour in preference.

Peas are appropriate with pork. Being cheap, the more they eat of this article the less they eat of other and dearer articles, and there is no object gained by limiting them to ¼ pint.

½ oz. of tea is not enough; ⅓ oz. at least should be given.

1 lb. of sugar weekly is not too much.

Ships with iron tanks (and all should have them) can well afford a gallon of water daily for each man.

The more fresh and preserved meat and vegetables the men can have, the better; but these things must have their limit. Molasses should always be served out with flour. When made impracticable by want of forethought, the quantity of sugar should be increased.

The greatest improvement made of late years (though old-fashioned people are still prejudiced against it) is in allowing the men butter in consideration of a reduction in the quantity of salt meat. This article, and sugar, tend to keep up the heat of the body, and to keep it in health. The change is exceedingly popular with the men.

When coffee is substituted for tea, not less than 2 oz. should be allowed daily. I enclose a dietary scale, which I think the Board of Trade may safely recommend for adoption.

In our own experience, we have virtually adopted this scale for a long time, and it is something like 12 years since we had a complaint made by any of our crews.

The few cases of scurvy we have had have always been on the homeward voyage, and have been traceable to men engaged abroad who had gone out in other ships.

The difficulty about lime juice is that the men do not like it, and often throw it away.

W. S. L.

Scale of Victualling for each Man for 14 Days.

	Bread.	Salt Beef.	Salt Pork.	Butter.	Flour.	Rice.	Pease.	Coffee.	Tea.	Sugar.	Water.	Antiscorbutics as per Act of Parliament.
		lb.	*lb.*		*lb.*		*pint.*	*oz.*	*oz.*			
Sunday	As much as they can eat, without waste.	1	–	One pound per week.	¾	One pound per week.	–	2	–	One pound per week.	One gallon per day.	
Monday		–	1		–		¼	2	–			
Tuesday		1	–		¾		–	2	–			
Wednesday		–	1		–		¼	2	–			
Thursday		1	–		¾		–	2	–			
Friday		–	1		–		¼	2	–			
Saturday		1	–		¾		–	2	–			
Sunday		–	1		–		¼	–	⅓			
Monday		1	–		¾		–	–	⅓			
Tuesday		–	1		–		¼	–	⅓			
Wednesday		1	–		¾		–	–	⅓			
Thursday		–	1		–		¼	–	⅓			
Friday		1	–		¾		–	–	⅓			
Saturday		–	1		–		¼	–	⅓			
		7	7		5¼		1½	14	2⅓			

Substitutes.

If no molasses be served out with the flour, the weekly quantity of sugar must be increased by ¼ lb.

Coffee or tea may be substituted for the other.

The master may, at his discretion, stop the allowance of butter, and reduce the weekly quantity of sugar by ¼ lb.; but in that case the daily allowance of salt beef or pork must be increased by ½ lb.

1 lb. potatoes or yams to be considered equal to ½ lb. flour or rice, or ¼ pint pease.

Rice may be dispensed with when the crew are allowed as much flour as they can eat, without waste.

The master is recommended to issue fresh or preserved meat not less than one day in each week, the quantity to be 2 lbs. per man per day, in lieu of salt meat.

No spirits allowed.

— No. 17. —

(M. 2004.)

The Secretary to the London Local Marine Board to Board of Trade.

Local Marine Board, 5 East India Avenue,
London, E.C., 7th March 1867.

Sir,

I am directed to acknowledge the receipt of your letter of the 19th ultimo, on the subject of the dietary scale for the crews of merchant ships, and requesting any suggestions thereon from this Board.

I am to state, that this Board, while deprecating any positive interference of the kind with shipowners in their arrangements with the seamen whom they employ, and remembering that those who at present are most eager in their advocacy for interference, compare our system unfavourably with nations which are left wholly free to make such contracts as they please, would still, in consequence of the increase of scurvy in ships making long voyages, beg to suggest the following alterations in the existing practice:

That in the weekly scale at present in use, instead of the issue of 1½ lb. of salt beef to each seaman daily, the issue might be reduced to 1¼ lb.; and, instead of the ¼ lb. thus deducted a small quantity of suet and raisins might be issued with the flour, and ¼ lb. of preserved potatoes be issued to each man twice a week.

In addition to the lime juice as an antiscorbutic, the Board are of opinion that in every ship which, from the destination of her voyage, must pass round Cape Horn or the Cape of Good Hope, there should be carried bottled fruits to the extent of three bottles for each man, to be issued to the crew at the discretion of the master when the passage is protracted or any symptoms of scurvy appear.

The Board would also recommend that every ship, under the circumstances before named, should issue raw potatoes at the rate of 1 lb. daily per man, for 14 days after leaving England, in addition to the regular scale; the issue of raw potatoes to be distinguished from preserved potatoes; and, that fresh vegetables should always be supplied while in harbour abroad, where obtainable; and that where potatoes, sweet potatoes, or yams, can be obtained cheaply, 14 days' supply for the crew should be laid in and issued; and also that, as a set-off for a plentiful supply of vegetables in harbour, the allowance of fresh meat might be reduced to 1½ lb. daily instead of the present allowance of 2 lbs.

I have, &c.,

The Secretary, Marine Department, (signed) *John Domett.*
Board of Trade.

— No. 18. —

(M. 2071.)

C. M. Norwood, Esq., M.P., to Board of Trade,

Sir, 8th March 1867.

In reply to your communication requesting an opinion on certain points connected with our mercantile marine, I beg to state that with reference to

Advance Notes to Seamen.—Though there are grave objections to the system, in the interests both of shipowners and seamen, yet in some cases they are of real advantage to the men; and I do not see how owners can resist granting them, or what legislative action could be adopted.

As to period of

Payment of Seamen's Wages.—No complaints exist at Hull, that I am aware of. I suggest that the law might be amended so as to require that the men be paid within 72 hours after arrival in port, and that an advance of not less than one-fourth be given at time of discharge, if previous to that period. Delay sometimes arises from the necessity, under the present law, of payment at the shipping office; for when arrivals are numerous at a port, appointments for payment are sometimes postponed two or three times. I cannot see why, in event of there being no disputed account between the master and men, and no objection made to it by the latter, payment may not be made over the cabin table on board ship, without interference. It is impossible for the master of a ship to make up accounts before entering harbour or dock, as suggested. The approach to most ports is sufficiently difficult navigation to require constant presence on deck of both master and men, and to leave no opportunity for adjustment of accounts; besides the master requires to know the advances to wife or representative of each man by owners, during the voyage, on monthly notes or otherwise.

As to

Scale of Dietary.—I believe it to be unwise to attempt to lay down any scale imperative by law. It is a matter for arrangement between master and crew, and the latter have ample power to object to inferior provisions under present law, and are not slow to avail themselves of it. Lime juice should be put under special Government inspection, and mixed with proper amount of spirit in bond.

Pickles and Vegetables (*Fresh and Preserved*), in lieu of other articles, would be a decided improvement on the usual scale. I have found that a pint of common table beer served out to the men daily to be of service, and liked by them, and though it is difficult to preserve beer in warm climates, it would be possible to brew an useful substitute on board ship week by week, if necessary.

Much loss and inconvenience to owners and masters arises from the diseased state in which seamen too often come on board ship. The remedies for venereal disease predispose to scurvy, and it is a question well worthy of consideration how far a system of inspection, under certain circumstances, might be adopted with advantage.

I am, &c.,

Thomas Gray, Esq., (signed) *C. M. Norwood*,
Assistant Secretary, Marine Department, (M.P. Hull).
Board of Trade.

— No. 19. —

(M. 2130.)

The Secretary to the Belfast Local Marine Board to Board of Trade.

Local Marine Board, Belfast,
6 March 1867.

Sir,

I AM directed to state, in reply to your letter of the 19th ultimo (M. 1481), that the experience of the Mercantile Marine Office at this port leads to the belief that the dietary scale in use here is sufficient in quantity, with the exception of sugar, which it is recommended should be increased to 1 lb. per week. Crews engaging here have never made any objection to the scale when read out to them. As regards quality this Board is not prepared to say that such may not be improved, especially the lime juice, which should be the same as that used in the Royal Navy, kept in small bottles, and 1-10th of which is pure spirit; this, with preserved potatoes and other antiscorbutic diet, should be attainable at every port from which vessels sail foreign, from some person or persons specially licensed for the purpose, and who should be subject to Government inspection at any time; and this Board considers that all antiscorbutics should be given in addition to the usual provisions.

I have, &c.

The Secretary,
Marine Department, Board of Trade.

(signed) *A. Wilkinson*, Secretary.

— No. 20 —

(M. 2243.)

Messrs. *Frederick Powell & Co.* to the Board of Trade.

London, 3 Mincing-lane, E.C.,
14 March 1867.

Sir,

As it appears probable that some alteration may be made by Government in the victualling of merchant seamen, we have taken the liberty of addressing you on the subject, as having been for about 40 years largely engaged as provision merchants, in the supply of victualling stores for the largest shipowners of the United Kingdom, as likewise in the furnishing of Commissariat stores for the British, French, Austrian, Italian, Spanish, and Portuguese Governments, we have had considerable experience in this business.

It appears to us that Scurvy has in a great measure been caused by the absence of vegetables and preserved fresh meats from the dietary scale for seamen. In the victualling scales of the Government Emigration Commissioners, and of the Honourable Council for India, there has been a weekly issue of preserved fresh meats, preserved fresh vegetables, and preserved potato, and rarely have any cases of scurvy been reported among the emigrants and troops thus dieted.

We beg to submit to your notice a scale of victualling for crews of merchant vessels which we have drawn up, and which we are of opinion would be an excellent one to adopt, should it be legislated that a compulsory dietary be required for the mercantile marine.

The present cost of this dietary scale is about 1 *s.* 1 *d.* (one shilling and one penny) per head per day.

We believe that the preserved potato is an excellent article of diet; but we are of opinion that the preserved carrots and onions, being in a more natural state, are equally if not more beneficial to the health of the sailors.

The preserved fresh boiled beef is a first-rate article of food for occasional, say weekly, issue. It has been extensively adopted in the French Imperial Marine, and the British Admiralty also largely use it.

We take the liberty of sending you herewith sample tins of preserved boiled beef, preserved carrots, and preserved onions, for your inspection.

We shall have pleasure in waiting on you, should you require any particulars or details.

We are, &c.

The Secretary, (signed) *Frederick Powell & Co.*
Marine Department, Board of Trade.

Enclosure in No. 20.

PROPOSED SCALE of VICTUALLING for Crews of Merchant Ships, submitted by *Frederick Powell & Co.*, 3, Mincing-lane, London.

DAYS.	Biscuit.	Salt Pork.	Salt Beef.	Flour.	Split Peas.	Rice.	Plums.	Tea.	Coffee.	Sugar.	Rum.	Vinegar.	Lime Juice.	Preserved Carrots.	Preserved Onions.	Preserved Beef.	Pickles.	Preserved Potato.
	Lb.	*Lb.*	*Lb.*	*Lb.*	*Pint*	*Lb.*	*Oz.*	*Oz.*	*Oz.*	*Oz.*	*Gills.*	*Pint*	*Pint*	*Lb.*	*Lb.*	*Lb.*	*Gill.*	*Oz.*
Sunday - - -	1	–	–	½	–	–	2	¼	½	2	½			–	–	1		3¼
Monday - - -	1	1¼	–	–	⅓	–	–	¼	½	2	½			–	¼	–		–
Tuesday - - -	1	–	1½	–	–	½	–	¼	⅓	2	⅓			¼	–	–		–
Wednesday - -	1	1¼	–	–	⅓	–	–	¼	½	2	⅓			–	¼	–		–
Thursday - - -	1	–	1½	½	–	–	–	¼	½	2	½	½ Pint per Week.	¼ Pint per Week.	¼	–	–	1 Gill Per Week.	–
Friday - - -	1	1¼	–	–	⅓	–	–	¼	½	2	⅓			–	¼	–		–
Saturday - - -	1	–	1½	–	–	½	–	¼	½	2	½			¼	–	–		–
TOTAL per Week - -	7	3¾	4½	1	1	1	2	1¾	3½	14	3½	–	–	¾	¾	1	–	3¼

— No. 21. —

Board of Trade to Messrs. *Frederick Powell & Co.*

(M. 2243.)

Gentlemen, Board of Trade, 21 March.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *14th instant, forwarding, for the use of this Board, various observations and suggestions with respect to the victualling of merchant ships, together with a proposed scale of provisions and sample tins of preserved vegetables.

See ante, No. 20.

I am, &c.

Messrs. Powell & Co., (signed) *Thomas Gray.*
3, Mincing-lane, E.C.

— No 22. —

Captain *Henry Toynbee* to the Board of Trade.

(M. 2456.)

Meteorological Department,
2, Parliament-street, London, S.W.

Sir, 22 March 1867.

WE herewith enclose the scale of provisions recommended by the Society for Improving the Condition of Merchant Seamen, in conformity with your request.

Yours, &c.

Thos. Gray, Esq., (signed) *Henry Toynbee,*
Board of Trade. Honorary Secretary.

Enclosure in No. 22.

SOCIETY for Improving the Condition of MERCHANT SEAMEN.

SUGGESTED SCALE OF PROVISIONS.

	Bread.	Beef.	Pork.	Flour.	Peas.	Tea.	Coffee or Cocoa.	Sugar.	Water.	Suet.	Raisins.	Preserved Potatoes.*	Preserved Meat.	Pickles.	Mustard.	Lamp Oil.
	lb.	*lb.*	*lb.*	*lb.*	*pt.*	*oz.*	*oz.*	*oz.*	*qts.*	*oz.*	*oz.*	*oz.*	*oz.*	*pt.*	*oz.*	
Sunday - - -	1	1	–	½	–	⅛	½	2	3	1	2	4	8	–	–	1 pint per lamp per week.
Monday - - -	1	–	1¼	–	⅓	⅛	½	2	3	–	–	–	–	½	1	
Tuesday - - -	1	1½	–	½	–	⅛	½	2	3	1	2	–	–	–	–	
Wednesday - -	1	–	1¼	–	⅓	⅛	½	2	3	–	–	–	–	–	–	
Thursday - -	1	1	–	½	–	⅛	½	2	3	1	2	4	8	–	–	
Friday - - -	1	–	1¼	–	⅓	⅛	½	2	3	–	–	–	–	–	–	
Saturday - -	1	1½	–	½	–	⅛	½	2	3	1	2	–	–	–	–	

1 pint extra in the tropics.

* Extra water for cooking potatoes, ½ pint.

Half an ounce of coffee or cocoa at daylight to all hands in port, and the watch on deck at sea; crew to find water.

Vinegar ½ pint, lime juice 1 oz., and sugar 1 oz., for the same, by Act of Parliament.

No grog allowed, except as an extra, which may be stopped as a punishment, if issued.

Half gill of rum daily at sea; 1 ditto in port.

SUBSTITUTES.

Half an ounce of coffee, or cocoa, or chocolate, may be substituted for ⅛ oz. of tea; molasses for sugar, the quantity to be one-half more; 1 lb. of potatoes or yams, ½ lb. of flour or rice, ⅓ pint of peas, or ½ pint of barley may be substituted for each other. Beef and pork may be substituted for each other. 1½ lbs. of butter may be issued in lieu of 3½ lbs. of meat by mutual agreement. 4 oz. of preserved potatoes, 3 oz of compressed vegetables, 8 oz. of hermetically sealed vegetables, or 8 oz. of common potatoes, kept, if need be, in molasses or vinegar, may be substituted for each other. 4 oz. of apples, or other dried fruit, may be substituted for 2 oz. of raisins.

When fresh meat is issued, the proportion to be 1½ lbs. per man per day in lieu of salt meat; potatoes or yams as above, in lieu of flour and peas; green vegetables for soup, with flour, rice, &c. to thicken it. When in port the best anti-scorbutics are watercresses, radishes, onions, and potatoes, with limes, lemons, oranges, shaddocks, and other fruits.

When the allowance of meat shrinks in boiling below half its supposed original weight, an extra half-ration should be issued.

Candles may be substituted for oil.

— No. 23. —

(M. 2456.)

Board of Trade to Captain *Henry Toynbee.*

Board of Trade, 26 March 1867.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *22nd instant, enclosing a dietary scale for crews of merchant ships as recommended by the Society for Improving the Condition of Merchant Seamen.

See ante, No. 22.

I am, &c.

(signed) *Thomas Gray.*

Captain Henry Toynbee,
Meteorological Department.

— No. 24. —

(M. 2492.)

The Secretary to the Aberdeen Local Marine Board to Board of Trade.

Local Marine Board, Aberdeen,
21 March 1867.

Sir,

I AM directed by the Local Marine Board of this port, to make reference to your communication (M. 1481) of the 19th ultimo, respecting the dietary scale of provisions generally used in the merchant service, with a view to the preven-

tion of scurvy, now so prevalent on board merchant ships; and to state that, in the opinion of this Board, preserved provisions and antiscorbutics, ought to be more freely used on long voyages. It is suggested that, as a cheap and effective antiscorbutic, pickled cabbages might be largely used, and potatoes or other vegetables issued as substitutes to a greater extent than is the case at present.

It has been frequently observed that sugar stipulated to be used with lime juice is deducted from the dietary scale where 12 oz. per week per man is inserted instead of 14 oz., and which should not be permitted.

I enclose a printed scale used by one of the largest shipowning firms of this port, and have to state that others are similar. Scurvy is said to be very rare in Aberdeen ships.

I have, &c.
(signed) *James F. Kellas.*

The Secretary,
Marine Department, Board of Trade,
Whitehall, London.

Enclosure in No. 24.

Scale of Victualling for Crew.

One Man, per Week.	Bread.	Mess Beef.	Mess Pork.	Flour.	Peas.	Rice.	Raisins.	Tea.	Coffee.	Sugar.	Vinegar.	Suet.	Lime Juice.
	lb.	*lb.*	*lb.*	*lb.*	*pts.*	*lb.*	*oz.*	*oz.*	*oz.*	*oz.*	*pts.*	*oz.*	*oz.*
Sunday	1	1½	–	½	–	–	2	¼	½	4	½	–	3½
Monday	1	–	1¼	–	½	–	–	¼	½	2	–	–	–
Tuesday	1	1½	–	½	–	½	–	¼	½	2	–	–	–
Wednesday	1	–	1¼	–	½	–	–	¼	½	2	–	–	–
Thursday	1	1½	–	½	–	–	–	¼	½	2	–	–	–
Friday	1	–	1¼	–	½	–	–	¼	½	2	–	–	–
Saturday	1	1½	–	–	–	½	–	¼	½	2	–	–	–
Total	7	6	3¾	1½	1½	1	2	1¾	3½	16	½	–	3½

— No. 25. —

(M. 2742).

The Secretary to the Cork Local Marine Board, to Board of Trade.

Mercantile Marine Office, 2, Deane-street, Cork,
Sir, 30 March 1867.

I am directed by the Local Marine Board, in reply to my Lords Circular Letter, M. 1481, bearing date 19th ultimo, to state that the provision scale usually printed on the Liverpool agreement with crew, amply meets the requirements of this port where the voyages are so short, no complaints ever having been made by the seamen as to quantity or quality. The Board quite agree with my Lords of the great necessity of antiscorbutics, where ships are at times three to four months at sea, and would suggest that preserved meat and vegetables should be substituted twice a week for salt provisions.

I have, &c.
(signed) *John H. Hall*, Secretary.

The Secretary Marine Department,
Board of Trade, London.

— No. 26. —

(M. 2781).

The Secretary to the Dundee Local Marine Board, to Board of Trade.

Office of Local Marine Board, Dundee,
Sir, 1 April 1867.

I AM directed by this Local Marine Board to state to you, for the information of the Board of Trade, with reference to Circular Letter of the 19th February, that they have had under their careful consideration the subject of the dietary on board merchant ships.

The Local Board are of opinion that no compulsory system of provisioning merchant ships, or fixed scale of provisions, could be practically introduced, or would be satisfactory to shipowners and seamen. But it is the opinion of the Local Board that four additional columns might be added to the spaces now on the form of articles of agreement, for "butter," "preserved potatoes or vegetables," a third for "pickles," and another for "lime juice," which would keep these articles of dietary prominently in view. The Local Board are further of opinion that it should be urgently recommended to all shipowners to provide their ships with a sufficient quantity of preserved potatoes and other vegetables, for which a proportionate quantity of other articles could be withdrawn.

As lime juice is, however, the principal antiscorbutic, I am directed by the Local Board to draw special attention to the fact that the lime juice generally supplied to the merchant service is comparatively worthless, in consequence of deficient strength and quality; and the Local Board think, that in order to insure the proper article, in a matter of so much importance, the Board of Trade might ascertain whether the Admiralty would sanction the sale of their lime juice, or failing that, licenses might be granted to makers in a way to secure competition and moderate prices, and that such lime juice duly certified as of the proper quality should alone be permitted in merchant vessels, a certificate as to which to be produced before clearance.

One of the difficulties connected with the administration of lime juice is the refusal of the men to consume it. The Local Board are of opinion that as a penalty is imposed on the shipowner who fails to supply it, a penalty should be imposed on the seaman who refuses to consume it, and they would suggest that a fine of one shilling for each refusal should be sanctioned on payment of wages, provided the case is duly attested in the official log-book.

The Local Board would also strongly recommend that in any circular to be issued on this subject, shipowners should be impressed with the importance of supplying their crews, when at foreign or colonial ports, with fresh vegetables, such as yams, sweet potatoes, and beans. The latter, under the names of American "turtle beans," Brazilian "fejao," or Spanish "frigoles," are known to be a most valuable article of food, and well suited for sea purposes, as they will remain sweet for two years.

I have, &c.
Secretary Marine Department, &c. (signed) *J. Hick*, Secretary.

— No. 27. —

(M. 2802.)

REMARKS by Mr. *M. Brownfield*.

Sir, 171, East India-road, Poplar, E.

As the attention of the community most directly interested in our mercantile marine is now engaged with the cause and the remedy of that distressing yet preventible disease, sea scurvy, I think, while fully believing lime juice to be its antidote and a cheap remedy easily applied, the whole treatment of our seamen requires thorough investigation; and more especially in the berthing and dieting of sailors in the English merchant service, which is now sadly bad and deficient.

Sea scurvy arises from want of vegetables and fruit, in men exposed to cold, wet, and fatigue, and suffering from impaired health from previous preventible diseases. It appears to me, that as the safety of the ship and her contents are dependent upon her management, it should be the chief and paramount duty of the shipowner, after appointing competent officers, to procure and keep an

efficient crew, able to do their work under all circumstances; and this can only be done in ships going long voyages, by the men being supplied with good articles as provisions, and really good lime juice, and not the wretched mixture now substituted for it in many ships; the beef and pork of proper quality and not old, properly cured and packed, all sound; preserved potatoes should be added to the present dietary scale, with molasses and more coffee; the quantities of all the other articles are, I consider, sufficient.

The forecastle of nearly all our ships want improving, to be made fit sleeping-places for men exposed as sailors are to all changes of climate; and these alterations I should like to see taken up by Lloyd's surveyors, as they can readily enhance the sailor's comfort in this department; but where it is at all practicable, the comfortable deck-house should be insisted on. Now, as these are a few facts deeply affecting the health and comfort of many good men, and as the shipowner himself wishes, and pays too, for good provisions and lime juice for his sailors, he, as well as the seamen themselves, require to be protected from the nefarious persons who trade in provisions, lime juice, &c., of inferior quality; and this protection can be readily given by the Board of Trade appointing inspectors of food and lime juice, whose duty it should be to see and examine the provisions, &c., of all long-voyage ships, and, after being satisfied all is of good quality, quantity, and properly secured, to give the captain a certificate to that effect, when it will then only remain for the captain and officers to see them properly stowed, which, I regret to state, is now considered of secondary importance. The inspection to take place by or on board the ship, or at the provision merchant's store; and by thus protecting the shipowner's pocket and preserving the seaman's health, you will also protect and encourage the honest trader; the last of no slight importance.

I would also suggest to all captains and officers the desirability of a weekly inspection of the men and their berths, promoting, by all means possible, cleanliness of the person, the bed-places, and the forecastle itself, which should be provided with a proper lamp to burn a certain number of hours, and not allowed to burn slush. With these alterations, I firmly believe sea scurvy would be almost entirely banished from our ships' crews, for it is a fact, that Messrs. Greens', Wigrams', Smith's, and the Merchant Shipping Company have not had a case amongst their ships for years; but here all care is taken in regard to the victualling, and no returned or previously condemned soldiers', emigrants', or convicts' stores are given to the seamen.

I would lastly point out that inspections of convicts' provisions and berths take place with good results, and surely our own seamen should have provisions equally good, and as much care taken to secure them of the proper quality; and then, when the seaman finds his condition improved, more of our now unemployed young men would take to the sea, and this, with a return to the apprentice system, would again bring us plenty of good able seamen to sail our merchant ships, and man the navy when required. Hoping the day is not far distant when medical inspectors will be appointed to preserve the health of British seamen, and we no longer silent witnesses of the sad results of our present imperfect system.

I am, &c.

March 1867. (signed) *M. Brownfield*,
Surgeon to the Poplar Hospital.

— No. 28. —

(M. 2918.)

The Secretary to the South Shields Local Marine Board, to Board of Trade.

Local Marine Board, South Shields,
Sir, 5 April 1867.

I HAVE not had an opportunity until yesterday, of submitting your letter of the 19th February last, relating to dietary scales in use on board merchant ships, to the Local Marine Board.

I am now directed to state to you, for the information of the Board of Trade, that in the official form of agreement at this port, there is a blank form of scale of provisions, which is filled up as the parties may agree in each case.

I enclose

I enclose a copy of one of these forms as filled up on the agreement. It is probably a little more liberal than usual, but it may be taken as a fair sample. The ship, I believe, goes on a voyage to the Mediterranean, and may go thence to a port in the British North American Colonies.

On the questions which you have submitted, I am to state the opinion of the Local Marine Board as follows:—

1. The general allowances at this port are sufficient, and probably more than sufficient in quantity.

2. They are not in all respects the best for maintaining the health and strength of seamen on a long voyage and in tropical climates. The following variations would be advantageous.

(*a*) An allowance of preserved potatoes, or of soup and bouilli, on two days per week (on a long voyage), with a diminution of the allowance of salt meat on these days.

(*b*) When the climate will permit, an allowance of two ounces of butter per day, should go in lieu of half a pound of salt meat.

(*c*) A mess of salt fish once a week would make a convenient and useful variety of diet.

(*d*) In the experience of members of this Board, other preserved vegetables than potatoes have not been found advantageous; but it would be well to serve out pickles along with the salt meat, and to diminish the quantity of meat, which is often in excess, and becomes wasted.

(*e*) Lime juice should be sent on board in jars of not more than two gallons each, to ensure its keeping in good condition.

(*f*) As medical comforts, a sufficient quantity of arrowroot and sago should be carried, and should be equally compulsory with medicine and lime juice.

On the general subject of the health of seamen, I am to call your attention to the fact that it is in homeward-bound vessels that the greater number of cases of scurvy, &c., occur; that these are principally caused by the mode of living of men who have deserted or been discharged from their ships in distant ports, where they are lodged in the most unwholesome condition, subsist upon heating food, indulge to excess in bad spirits, and give themselves up to all manner of vice; so that whenever a ship loses her crew, by desertion or otherwise, in the India and similar trades, a considerable proportion of the next crew are unfit for sea, being either positively diseased or in a low state of health, and are without sufficient clothing to protect them from the weather.

I am, &c.

The Assistant Secretary,
Board of Trade, London.

(signed) *Jno. W. Lamb*, Secretary.

Enclosure 8, in No. 28.

SCALE of PROVISIONS to be allowed and served out to the Crew during the Voyage.

	Bread.	Beef.	Pork.	Flour.	Peas.	Tea.	Coffee.	Sugar.	Water.	Rice.
	lb.	*lb.*	*lb.*	*lb.*	*pt.*	*oz.*	*lb.*	*lb.*	*qts.*	*lb.*
Sunday - - -	1	1½	–	½	–	4	1½	4		–
Monday - - -	1	–	1¼	–	¼					–
Tuesday - - -	1	1½	–	½	–					–
Wednesday - -	1	–	1¼	–	¼		Per Man per Month.		3 daily.	–
Thursday - - -	1	1½	–	½	–	–	–	–	–	–
Friday - - -	1	–	1¼	–	¼	–	–	–	–	–
Saturday - - -	1	1½	–	–	–	–	–	–	–	½

Equivalent substitutes as comfort or necessity may require. No spirits allowed.

— No. 29. —

(M. 2928.)

The Secretary to the Glasgow Local Marine Board to Board of Trade.

Sir, Local Marine Board, Glasgow, 6 April 1867.

At a meeting of this Board yesterday, I was directed to acknowledge receipt of your circular of 19th February last, inviting attention to the subject of the dietary scale for the crews of merchant ships, and requesting any suggestions or observations thereon, or any proposals for a dietary scale which this Board might have to make; and also of your communication of 28th ultimo, requesting an answer to said circular; and I am to state that the matter has been remitted to a Committee of this Board, with instructions to report thereon to the Board of Trade.

This Committee will meet on Thursday first, and their report will be forwarded without delay.

I have, &c.
(signed) *J. Muirhead*,
Secretary.

The Assistant Secretary,
Marine Department, Board of Trade,
London.

— No. 30. —

(M. 3196.)

The Secretary to the Glasgow Local Marine Board to Board of Trade.

Sir, Local Marine Board, Glasgow, 15 April 1867.

With reference to my letter of the 6th instant,* stating that the subject of the dietary scale for crews of merchant ships had been remitted by this Board to a Committee of their number, I have now the honour to transmit herewith the report of the said Committee on the subject.

* See *ante*, No. 29.

I have, &c.
(signed) *J. Muirhead*,
Secretary.

The Assistant Secretary,
Marine Department, Board of Trade,
London.

Enclosure in No. 30.

Local Marine Board, Glasgow, 15 April 1867.

The Committee appointed by the Local Marine Board of Glasgow to consider the subject of the dietary scale for the crews of merchant ships upon which the opinion of the Glasgow Local Marine Board was requested in circular from the Board of Trade (M. 1481), of date 19 February 1867, beg respectfully to report thereon, as follows, viz.:

1. The Committee respectfully offer the following general suggestions (which have been prepared by members of the Glasgow Board, whose experience has given them a practical knowledge of the subject) as being worthy of consideration; the Committee being of opinion that scurvy would be seldom heard of if these suggestions were known and acted on.

The Committee, however, do not recommend that these suggestions should be made obligatory.

Methods for preserving the health of seamen, and preventing scurvy on board ship on distant voyages:—

1st. The salt provisions ought to be of good quality.

2nd. The beef and pork ought to be weighed out at 4 p.m., put into a steep or wash-deck tub with plenty of salt water from alongside, and this water changed at 8 p.m., for clean (sea) water; and the same at midnight, and at 4 a.m. by the watch going below, and the meat to remain in water till time for cooking.

3rd. Two six-pounds tins of soup and bouilli, for a crew of 24 or 26 men, once a week while at sea, commencing three or four weeks after leaving a home port, according to circumstances.

4th. A quarter of a pound of rice each man twice a week, cooked to eat with his salt meat at dinner.

5th. Potatoes

5th. Potatoes on leaving a home port when practicable, and yams when in a foreign port when practicable.

6th. The more substitutes the better.

7th. A good allowance of wholesome water for cooking and drinking.

8th. Strict attention to cleanliness.

2. The Committee propose that there should be two scales, viz.:—

1. For vessels trading north of the equator, and on voyages not exceeding six months, the present printed scale of the Board of Trade seems sufficient as a minimum scale, adding butter among the substitutes, as is done in the accompanying printed scale.

2. For vessels on longer voyages the following scale is recommended.

Sub-Enclosure 1, in No. 30.

SCALE of PROVISIONS to be allowed and served out to the Crew during the Voyage.

The figures and articles in the scale below are only inserted in type for the sake of saving clerical labour. They are in no way binding unless they are in each case agreed to between the master and crew. In any case in which they are not so agreed to, a form in which the spaces are left blank should be used, and the quantities inserted in manuscript.

	Bread.	Beef.	Pork.	Flour.	Peas.	Tea.	Coffee.	Sugar.	Water.	
	lb.	*lb.*	*lb.*	*lb.*	*pint.*	*oz.*	*oz.*	*oz.*	*qts.*	
Sunday	1	1½	–	½	–	¼	½	2	3	Barley or rice twice weekly; ½ pint each man.
Monday	1	–	1¼	–	⅓	¼	½	2	3	
Tuesday	1	1½	–	–	–	¼	½	2	3	
Wednesday	1	–	1¼	–	⅓	¼	½	2	3	Lime juice, sugar, and vinegar as per Act of Parliament.
Thursday	1	1½	–	½	–	¼	½	2	3	
Friday	1	–	1¼	–	⅓	¼	½	2	3	
Saturday	1	1½	–	–	–	¼	½	2	3	

SUBSTITUTES.

One ounce of coffee, or cocoa, or chocolate, may be substituted for ¼ oz. of tea. Molasses for sugar, the quantity to be one half more. One lb. of potatoes or yams, ½ lb. of flour or rice, ⅓ pint of peas, or ¼ pint of barley, may be substituted for each other. When fresh meat is issued, the proportion to be 2 lbs. per man per day, in lieu of salt meat, flour, rice, and peas. Beef and pork may be substituted each for the other, or a daily allowance of 2 oz. of butter for 4 oz. of beef or pork.

Sub-Enclosure 2, in No. 30.

PROPOSED SCALE of Provisioning for Crew of Merchant Vessels.

	Bread.	Beef.	Pork.	Bouilli.	Condensed Vegetables.	Preserved Potatoes.	Flour.	Peas.	Rice or Barley.	Tea.	Coffee.	Sugar.	Water.	
	lb.	*lb.*	*lb.*	*lb.*	*oz.*	*lb.*	*lb.*	*pt.*	*pt.*	*oz.*	*oz.*	*oz.*	*qts.*	
Sunday	1	1½	–	½	2	–	½	–	–	¼	½	2	3	
Monday	1	–	1½	–	–	¼	–	⅓	–	¼	½	2	3	
Tuesday	1	1½	–	½	2	–	–	–	⅛	¼	½	2	3	Lime juice, sugar, and vinegar, as per Act of Parliament.
Wednesday	1	–	1½	–	–	¼	–	⅓	–	¼	½	2	3	
Thursday	1	1½	–	½	2	–	½	–	–	¼	½	2	3	
Friday	1	–	1½	–	–	¼	–	⅓	–	¼	½	2	3	
Saturday	1	1½	–	½	–	–	–	–	⅛	¼	½	2	3	

Substitutes as in other Scale.

Respectfully reported, and signed on behalf of the Committee by

George Smith, Jun.,
Chairman of Committee.

— No. 31. —

(M. 3304.)

The Secretary to the Bristol Local Marine Board to Board of Trade.

Sir, Small-street, Bristol, 18 April 1867.

I AM directed by the Local Marine Board for this port to say, in reply to your circular of the 19th February and letter of the 28th ultimo to me, that this Board is not prepared with any dietary scale, but would suggest to the Board of Trade the propriety of the appointment by the Government of an inspector of every ship's stores, especially the anti-scorbutics, and of prohibiting the clearing at the Custom House of any ship until such inspector is satisfied of the goodness of such stores.

I am, &c.
(signed *Henry Brittan*,
Secretary.

The Secretary,
Marine Department, Board of Trade,
London.

— No. 32. —

(M. 3375.)

The Secretary to the Plymouth Local Marine Board to Board of Trade.

Local Marine Board, Plymouth,
Sir, 20 April 1867.

I AM directed by the Plymouth Local Marine Board to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that the Local Board has had under consideration their Lordships' letter of the 19th of February 1867 (M. 1481), relating to dietary scales used in merchant ships, and I am to state that, in the opinion of the Local Board, the printed dietary scales are sufficient in quantity and quality, but I am to add that, in the experience of the members of the Board, it is found that seamen make objections to, and even refuse to take, preserved vegetables, and soup and bouilli, when provided in place of salt provisions.

I have, &c.
(signed) *Jno. Kelly*,
Secretary.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 33. —

(M. 3387.)

The Secretary to the North Shields Local Marine Board to Board of Trade.

Local Marine Board, Port of North Shields,
Sir, 22 April 1867.

I AM directed by this Board to state, that they have had under consideration the circular of the 19th February last, relating to the dietary scales in use on board of merchant ships, and to inform you that this Board have no suggestions to offer to the Board of Trade on the subject.

I am, &c.
(signed) *Thos. C. Leitch*,
Secretary.

The Secretary,
Marine Department, Board of Trade,
Whitehall, London.

In (*b.*), the Table with the Quantities inserted in Print; the Scale commonly used at Liverpool has been selected. The Table contains the Note formerly added to explain that the Board of Trade did not interfere as to the Quantities, the Print being used in place of Manuscript for the sake of convenience;

In (*c.*), the same Table, with the Note now added for this purpose.

(A.)

Sanctioned by the Board of Trade, August 1860.

In pursuance of 17 & 18 Vict. c. 104.

(*a.*)

AGREEMENT FOR FOREIGN-GOING SHIP._____COPY.

Amount of Fee: £. : :

Executed in _____ Folio ____

Name of Ship.	Official Number.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.	MANAGING OWNER.		MASTER.			Date and Place of First Signature of Agreement, including Name of Shipping Office.
					Name.	Address. (State No. of House, Street, and Town.)	Name	No. of Certificate.	Address. (State No. of House, Street, and Town.)	

Scale of Provisions to be allowed and served out to the Crew during the Voyage.

	Bread.	Beef.	Pork.	Flour.	Peas.	Tea.	Coffee.	Sugar.	Water.
	lb.	*lb.*	*lb.*	*lb.*	*pt.*	*oz.*	*oz.*	*oz.*	*qts.*
Sunday -									
Monday -									
Tuesday -									
Wednesday -									
Thursday -									
Friday -									
Saturday -									

[4]

[4] Here any stipulation for changes or substitution of one article for another may be inserted.

THE several persons whose names are hereto subscribed, and whose descriptions are contained below, and of whom_____are engaged as sailors, hereby agree to serve on board the said ship in the several capacities expressed against their respective names, on a voyage from [1]

And the said crew agree to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective duties, and to be obedient to the lawful commands of the said master, or of any person who shall lawfully succeed him, and of their superior officers, in everything relating to the said ship and the stores and cargo thereof, whether on board, in boats, or on shore: in consideration of which services to be duly performed, the said master hereby engages to pay to the said crew as wages the sums against their names respectively expressed, and to supply them with provisions according to the annexed scale: And it is hereby agreed, that any embezzlement or wilful or negligent destruction of any part of the ship's cargo or stores shall be made good to the owner out of the wages of the person guilty of the same: And if any person enters himself as qualified for a duty which he proves incompetent to perform, his wages shall be reduced in proportion to his incompetency: And it is also agreed, that the Regulations authorised by the Board of Trade, which in the paper annexed hereto are numbered [2]

are adopted by the parties hereto, and shall be considered as embodied in this agreement: And it is also agreed, that if any member of the crew considers himself to be aggrieved by any breach of the agreement or otherwise, he shall represent the same to the master or officer in charge of the ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, that [3]

In witness whereof the said parties have subscribed their names hereto on the days against their respective signatures mentioned.

Signed by _____Master, on the _____day of _____186__.

[1] Here the voyage is to be described, and the places named at which the ship is to touch, or if that cannot be done, the general nature and probable length of the voyage is to be stated.

[2] Here are to be inserted the numbers of any of the Regulations for preserving discipline, lettered R., issued by the Board of Trade, which the parties agree to adopt. If any of them are so adopted, a copy of the Regulations is to be kept annexed to the agreement.

[3] Here any other stipulations may be inserted to which the parties agree, and which are not contrary to law.

[5] The authority of the owner or agent for the allotments mentioned below is in my possession.

_____

Shipping Master.

[5] This is to be filled up if such an authority has been produced.

LIVERPOOL.

(A.)

Sanctioned by the Board of Trade, August 1860.

In pursuance of 17 & 18 Vict. c. 104.

(*b.*)

AGREEMENT FOR FOREIGN-GOING SHIP. _____ COPY.

Executed in _____ Folio _____

Amount of Fee:

£. : :

Name of Ship.	Official Number.	Port of Registry.	Port Number and Date of Register.	Registered Tonnage.	MANAGING OWNER.		MASTER.			Date and Place of first Signature of Agreement, including Name of Shipping Office.
					Name.	Address. (State No. of House, Street, and Town.)	Name.	No. of Certificate.	Address. (State No. of House, Street, and Town.)	

Scale of Provisions to be allowed and served out to the Crew during the Voyage.

	Bread.	Beef.	Pork.	Flour.	Peas.	Tea.	Coffee.	Sugar.	Water.
	lb.	*lb.*	*lb.*	*lb.*	*pt.*	*oz.*	*oz.*	*oz*	*qts.*
Sunday -	1	1½	–	½	–	⅛	½	2	3
Monday -	1	–	1¼	–	⅛	⅛	½	2	3
Tuesday -	1	1½	–	½	–	⅛	½	2	3
Wednesday -	1	–	1¼	–	⅛	⅛	½	2	3
Thursday -	1	1½	–	½	–	⅛	½	2	3
Friday -	1	–	1¼	–	⅛	⅛	½	2	3
Saturday -	1	1½	–	–	–	⅛	½	2	3

[4] SUBSTITUTES.

1 oz. of coffee, or cocoa, or chocolate, may be substituted for ¼ oz. tea. Molasses for sugar, the quantity to be one-half more. 1 lb. of potatoes or yams, ½ lb. flour or rice, ⅛ pint of peas, or ¼ pint of barley, may be substituted for each other. When fresh meat is issued, the proportion to be 2 lbs. per man per day, in lieu of salt meat, flour, rice, and peas. Beef and pork may be substituted each for the other.

[4] Here any stipulation for changes or substitution of one article for another may be inserted.

N.B.—The Board of Trade do not interfere as to the quantities of

THE several persons whose names are hereto subscribed, and whose descriptions are contained below, and of whom _____ are engaged as sailors, hereby agree to serve on board the said ship, in the several capacities expressed against their respective names, on a voyage from[1]

And the said crew agree to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective duties, and to be obedient to the lawful commands of the said master, or of any person who shall lawfully succeed him, and of their superior officers, in everything relating to the said ship and the stores and cargo thereof, whether on board, in boats, or on shore: in consideration of which services to be duly performed, the said master hereby agrees to pay to the said crew as wages the sums against their names respectively expressed, and to supply them with provisions according to the annexed scale: And it is hereby agreed, that any embezzlement or wilful or negligent destruction of any part of the ship's cargo or stores shall be made good to the owner out of the wages of the person guilty of the same: And if any person enters himself qualified for a duty which he proves incompetent to perform, his wages shall be reduced in proportion to his incompetency: And it is also agreed, that the Regulations authorised by the Board of Trade, which in the paper annexed hereto are numbered[2]

are adopted by the parties hereto, and shall be considered as embodied in this agreement: And it is also agreed, that if any member of the crew considers himself to be aggrieved by any breach of the agreement or otherwise, he shall represent the same to the master or officer in charge of the ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, that[3]

In witness whereof, the said parties have subscribed their names hereto on the days against their respective signatures mentioned.

Signed by _____ Master, on the _____ day of _____

[1] Here the voyage is to be described, and the places named at which the ship is to touch; or if that cannot be done, the general nature and probable length of the voyage is to be stated.

[2] Here are to be inserted the numbers of any of the Regulations for preserving discipline, lettered R., issued by the Board of Trade, which the parties agree to adopt. If any of them are so adopted, a copy of the Regulations is to be kept annexed to the agreement.

[3] Here any other stipulations may be inserted to which the parties agree, and which are not contrary to law.

[5] The authority of the owner or agent for the allotments mentioned below is in my possession.

_____

Shipping Master.

[5] This is to be filled up [illegible]

August 1860.

In pursuance of 17 & 18 Vict. c. 104.

AGREEMENT FOR FOREIGN-GOING SHIP. COPY.

Name of Ship.	Official Number.	Port of Registry.	Port Number and Date of Register.	Registered Tonnage.	MANAGING OWNER.		MASTER.			Date and Place of First Signature of Agreement, including Name of Shipping Office.
					Name.	Address. (State No. of House, Street, and Town.)	Name.	No. of Certificate.	Address. (State No. of House, Street, and Town.)	

Scale of Provisions to be allowed and served out to the Crew during the Voyage.

The figures and articles in the scale below are only inserted in type for the sake of saving clerical labour. They are in no way binding unless they are in each case agreed to between the master and crew. In any case in which they are not so agreed to, a form in which the spaces are left blank should be used, and the quantities inserted in manuscript.

D 4

	Bread.	Beef.	Pork.	Flour.	Peas.	Tea.	Coffee.	Sugar.	Water.
	lb.	*lb.*	*lb.*	*lb.*	*pt.*	*oz.*	*oz.*	*oz.*	*qt.*
Sunday -	1	1½	–	½	–	⅛	½	2	3
Monday -	1	–	1¼	–	⅓	⅛	½	2	3
Tuesday -	1	1½		½	–	⅛	½	2	3
Wednesday -	1	–	1¼	–	⅓	⅛	½	2	3
Thursday -	1	1½	–	½	–	⅛	½	2	3
Friday -	1	–	1¼	–	⅓	⅛	½	2	3
Saturday -	1	1½	–	–	–	–	½	2	3

[4] SUBSTITUTES.

1 oz. of coffee, or cocoa, or chocolate, may be substituted for ¼ oz. of tea. Molasses for sugar, the quantity to be one-half more. 1 lb. of potatoes or yams, ¾ lb. of flour or rice, ½ pint of peas, or ¼ pint of barley, may be substituted for each other. When fresh meat is issued, the proportion to be 2 lbs. per man per day, in lieu of salt meat, flour, rice, and peas. Beef and pork may be substituted each for the other.

[4] Here any stipulation for changes or substitution of one article for another may be inserted.

THE several persons whose names are hereto subscribed, and whose descriptions are contained below, and of whom _____ are engaged as sailors, hereby agree to serve on board the said ship, in the several capacities expressed against their respective names, on a voyage from [1]

And the said crew agree to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective duties, and to be obedient to the lawful commands of the said master, or of any person who shall lawfully succeed him, and of their superior officers, in everything relating to the said ship and the stores and cargo thereof, whether on board, in boats, or on shore: in consideration of which services to be duly performed, the said master hereby agrees to pay to the said crew as wages the sums against their names respectively expressed, and to supply them with provisions according to the annexed scale: And it is hereby agreed, that any embezzlement or wilful or negligent destruction of any part of the ship's cargo or stores shall be made good to the owner out of the wages of the person guilty of the same: And if any person enters himself as qualified for a duty which he proves incompetent to perform, his wages shall be reduced in proportion to his incompetency: And it is also agreed, that the Regulations authorised by the Board of Trade, which in the paper annexed hereto are numbered [2]

are adopted by the parties hereto, and shall be considered as embodied in this agreement: And it is also agreed, that if any member of the crew considers himself to be aggrieved by any breach of the agreement or otherwise, he shall represent the same to the master or officer in charge of the ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, that [3]

In witness whereof the said parties have subscribed their names hereto on the days against their respective signatures mentioned.

Signed by _____ Master, on the _____ day of _____, 186__.

[1] Here the voyage is to be described, and the places named at which the ship is to touch, or if that cannot be done, the general nature and probable length of the voyage is to be stated.

[2] Here are to be inserted the numbers of any of the Regulations for preserving discipline, lettered R., issued by the Board of Trade, which the parties agree to adopt. If any of them are so adopted, a copy of the Regulations is to be kept annexed to the agreement.

[3] Here any other stipulations may be inserted to which the parties agree, and which are not contrary to law.

[5] The authority of the Owner or Agent for the allotments mentioned below is in my possession.

_____

Shipping Master.

[5] This is to be filled up if such an authority has been produced.

COPY of CORRESPONDENCE between the Board of Trade and any Persons, Local Marine Boards, or other Bodies, on the subject of the DIETARY SCALES in use in MERCHANT SHIPS.

(*Mr. Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed,*
3 *May* 1867.

MERCHANT SHIPPING TRIBUNALS.

RETURN to an Order of the Honourable The House of Commons, dated 3 April 1867;—*for*,

COPY "of any MEMORIALS or REPRESENTATIONS received by the Board of Trade on the subject of establishing LOCAL TRIBUNALS for the Settlement of Questions relating to MERCHANT SHIPPING."

Board of Trade, 17 April 1867.

T. H. FARRER.

(*Mr. Graves.*)

Ordered, by The House of Commons, *to be Printed*, 30 *April* 1867.

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COPY of any MEMORIALS or REPRESENTATIONS received by the Board of Trade on the subject of establishing LOCAL TRIBUNALS for the Settlement of Questions relating to MERCHANT SHIPPING.

— No. 1. —

(3117.)

Newcastle-upon-Tyne and Gateshead Chamber of Commerce to the Board of Trade.

My Lords, Newcastle-upon-Tyne, 15 February 1865.

I AM instructed by the Committee of this Chamber, to forward to your Lordships the enclosed copies of a draft of a Bill, prepared by the direction of this Chamber, for the establishment of local commercial courts, with a view to obviate the serious delays and expense which are inseparable from the existing system of obtaining settlements in commercial disputes; and I have further to request that your Lordships will be pleased to give the document your consideration, and, if thought worthy of it, your support.

I have, &c.
(signed) *W. H. Brockett*,
Secretary.

To the Right Honourable the
Lords of the Privy Council for Trade.

Enclosure 1, in No. 1.

(3117.)

DRAFT of a BILL to amend the LAW relating to MERCHANT SHIPPING in *England*, and to constitute LOCAL COURTS for the same.

WHEREAS it is expedient to amend the law relating to Merchant Shipping in England, and whereas by an Act passed in the 3rd and 4th years of the reign of Her Majesty Queen Victoria, intituled "An Act to Improve the Practice and Extend the Jurisdiction of the High Court of Admiralty of England," great facilities were offered to suitors in the said Court, and the jurisdiction thereof was extended in several particulars; and whereas by an Act passed in the 17th and 18th years of the reign of Her said Majesty, intituled "An Act to Amend and Consolidate the Acts relating to Merchant Shipping," the several Acts theretofore in operation relating to Merchant Shipping were amended and consolidated; and whereas by an Act passed in the said 17th and 18th years of the reign of Her said Majesty, intituled "An Act to Repeal certain Acts and Parts of Acts relating to Merchant Shipping and to continue certain Provisions in the said Acts," enactments are made with a view to explain and carry out the said Act, intituled "An Act to Amend and Consolidate the Acts relating to Merchant Shipping;" and whereas the said recited Acts contain all the statute law of England now in force respecting Merchant Shipping. And whereas the said Acts are in many cases rendered impracticable, and incapable of application by reason of the expense and delay in proceedings thereunder, and do not, either together or separately, give adequate relief, and great injustice and loss are thereby occasioned. And whereas no machinery exists either in the said High Court of Admiralty, or in any other Court of Law or Equity in England, for effecting a more speedy and economical administration of the Laws relating to Merchant Shipping, and for the hearing and determining of all matters in dispute in relation thereto or connected therewith. And whereas it is desirable to constitute Local Courts in England, for the purposes set forth in the last preceding recital. Preamble. 3 & 4 Vict. c. 65. 17 & 18 Vict. c. 104. 17 & 18 Vict. c. 120

Be it therefore enacted, by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords spiritual and temporal, and Commons in this present Parliament assembled, and by the authority of the same, as follows (that is to say):—

This Act may be cited as "The Merchant Shipping Local Courts Act, 1865." Short title.

This Act shall commence from and immediately after the day of 1865. Commencement.

Interpretation clause.

In this Act—

The term "District" includes all places comprised in any one of the County Court Districts, established or to be hereafter established by Orders in Council, made in pursuance and by virtue of an Act passed in the 9th and 10th years of the reign of Her said Majesty, intituled "An Act for the more easy Recovery of Small Debts and Demands in England."

The term "person" includes an incorporated company and any corporation, aggregate or sole.

The term "the Court" means the President and two or more Assessors, as provided by this Act, unless a different meaning is clearly assigned to it by the context.

The term "the President" means the officer for the time being authorised and empowered to hold and preside over the Courts constituted by this Act, whether such officer be a Judge of a County Court, a Commissioner or Registrar of any District Court of Bankruptcy, the Recorder of any Borough, or a Stipendiary Magistrate.

It shall be lawful for Her Majesty, with the advice of Her Privy Council, from time to time to order that this Act shall be put in force in such districts as to Her Majesty, with the advice aforesaid, from time to time shall seem fit; and this Act shall extend to those districts concerning which any such order shall have been made, and not otherwise or elsewhere. Provided always, that no Court shall be established under this Act in any County Court district containing, according to the last preceding Census, a less number than 50,000 inhabitants, but any such last-mentioned district may by a like Order in Council, and for the purposes of this Act be joined to any other County Court district.

Any order in Council made for the purposes of this Act shall be published in the "London Gazette."

Officers of the Court.

Each of the Courts constituted by this Act shall have and consist of the several officers next hereinafter mentioned, namely:—

1. A President.
2. Assessors, in the proportions following, namely:—For districts containing 50,000 inhabitants and upwards, six Assessors; 100,000 and upwards, 12 Assessors; 200,000 and upwards, 18 Assessors.
3. A Clerk.
4. A Treasurer.
5. A Marshal and Assistants. And
6. An Usher.

The Lord Chancellor may appoint any Judge of a County Court, a Commissioner or Registrar of any District Court of Bankruptcy, the Recorder of any Borough, or a Stipendiary Magistrate, to act as President of any Court constituted by this Act; and after such appointment shall have been made, it shall be deemed part of the public duties of such Judge of a County Court, Commissioner or Registrar of any District Court of Bankruptcy, the Recorder of any Borough, or a Stipendiary Magistrate, to preside over any Courts constituted by this Act.

Qualification of assessors.

No person shall be deemed eligible for the office of Assessor under this Act who shall not be, or who shall not have been in business as a merchant, a manufacturer, or a shipowner.

How chosen.

The Town Councils of the various boroughs comprised within any district shall, at special meetings of the Councils, to be convened for the purpose, nominate such persons as they may deem eligible for the office of Assessors, and shall submit the names of such persons to the Lord Chancellor for approval; and on such approval being obtained the persons so nominated and approved of shall be considered as having been duly elected, but not more than one-third of the number of Assessors required in any one district shall be chosen by the Town Councils in such district from their own bodies.

Term of office of assessors.

At the first election of Assessors under this Act, one-third of the number of Assessors shall be appointed for three years, one-third for two years, and the remaining one-third for one year; but any Assessor may be removed from office by the Lord Chancellor for misconduct in his office, or other sufficient cause. And Assessors shall be eligible for re-election at the expiration of their term of office.

Death or removal of assessors.

In case of the death or removal from office of any Assessor from any cause, another person may be appointed in like manner as before directed to supply his place, but his term of office shall not exceed that of the Assessor so deceased or removed, unless otherwise provided for upon his appointment.

Assessors not to receive salaries, &c.

It shall not be lawful for any Assessor appointed under this Act to have, take or receive any salary, fee, or emolument whatsoever, for or in respect of his said office; and any Assessor who shall have, take or receive any such salary, fee, or emolument, as aforesaid, shall and may be forthwith dismissed from his said office, and shall be ineligible for re-election thereto, or to any other office or employment in and about any Court under this Act.

Assessors, how summoned and attendance enforced.

The Assessors shall be summoned in rotation by the Marshal; and if any Assessor be duly summoned and does not attend the Court in obedience to the summons, and no other

Assessor

Assessor be present in Court to officiate in his place, and the proceedings be thereby adjourned, then the Assessor so in default shall pay a fine in the discretion of the President, not exceeding 5 *l.*

The Treasurer of the Court shall receive, at such times as the Court may order, all sums received as fees by the Clerk and other officers of the Court, and shall thereout pay, under the direction of the Court, the salaries and other remuneration of himself, the Clerk, and other officers of the Court.

Clerk of the Court.

The Clerk of the Court shall be an attorney and solicitor, of not less than five years' standing, and shall retain his office for life, or during good behaviour, but shall be liable to removal at the discretion of the President and a majority of the Assessors for the district, but such removal, if for incompetency alone, shall be subject to confirmation by the Lord Chancellor.

Appointments of officers.

The Clerk of the Court, the Treasurer, the Marshal and his assistants, and the Usher shall be appointed by the President and a majority of the Assessors, and the said Marshal and assistants and the Usher shall hold office during good behaviour.

Salaries.

The salaries or other remuneration of the Clerk of the Court, the Treasurer, the Marshal, and other officers, shall be fixed by the President and a majority of the Assessors in each district, and paid quarterly by the Treasurer of the Court.

Duties of clerk of the Court and other officers.

The duties of the Clerk of the Court and other officers (except the President and Assessors) shall be defined by General Rules and Orders to be made in pursuance of this Act.

Jurisdiction of the Court.

Each Court shall have and exercise within its district all the powers of the High Court of Admiralty of England, so far as the same are consistent with this Act, and shall have concurrent jurisdiction therewith, and in particular shall have power to hear and determine all questions relating to freight, demurrage, salvage, average, marine insurance, towage, pilotage, bottomry, necessaries supplied to ships, and cash advanced for the use of ships. And also all questions relating to the building, selling, possession, and employment of ships, and to the wages and disbursements of masters and seamen, and to all disputes and differences between masters and owners of ships, and all other questions relating to ships and their cargoes, whether British or foreign, and whether such questions are of a legal or an equitable nature, or of fact only, or mixed, but nothing in this Act shall be construed to exclude the jurisdiction of the Superior Courts of Common Law and Equity in cases where the debt or damages sought to be recovered exceed 50 *l.* The judgment of the Court shall be final and conclusive between the parties in all cases where the amount recovered shall not exceed 50 *l.*, and no appeal shall lie therefrom.

Where actions, &c. to be commenced.

All proceedings in Courts under this Act shall be commenced in the Court of the district where the plaintiff or defendant or one of the plaintiffs or defendants resides or carries on business, or in the Court of the district where the property in dispute may be at the time when proceedings are commenced, or if there be no such Court, then in the nearest Court to such district.

Objection to jurisdiction.

A defendant shall not be permitted to object to the jurisdiction of the Court otherwise than by plea.

Averment of jurisdiction unnecessary.

A pleading shall not be deemed insufficient for not containing an averment that any matter therein pleaded arose within the jurisdiction of the Court.

Certiorari, &c., only on security for costs.

Any action brought in the Court shall not be removed by certiorari or otherwise into the High Court of Admiralty or any of the Superior Courts of Common Law at Westminster unless the amount claimed shall exceed 50 *l.*, and the party seeking to remove the same first gives security to the satisfaction of the Clerk of the Court for the costs consequent upon such remova

Service of summonses out of the jurisdiction.

The Court may, if it thinks fit in any case where it satisfactorily appears by affidavit that the cause of action arose within the jurisdiction of the Court, order that the writ of summons may be served in any part of England or Wales, and the service of a writ in pursuance of such order, such service being accompanied by service of a copy of the order, shall be as valid as if the same writ had been served within the jurisdiction of the Court.

Courts to have powers of judge of superior court at Chambers.

All powers exerciseable by a Judge of a Superior Court of Law at Chambers, under the Common Law Procedure Acts or any of them, and not otherwise provided for by this Act, shall, with respect to matters depending in the Court, be exercised by the Court.

Application of Common Law Procedure, and Bills of Exchange Acts, &c.

The following enactments shall extend and apply to the Courts under this Act, as far as the same may be applicable, namely:—

The Act of the Session of the first and second years of King William the Fourth, cap. 58, "to enable courts of law to give relief against adverse claims made upon persons having no interest in the subject of such claims."

The second section of the Act of the Session of the first and second years of Her Majesty, cap. 45, for allowing judges to afford relief to sheriffs and other officers.

The hereinbefore-recited Act of the Session of the third and fourth years of Her Majesty, cap. 65.

The Common Law Procedure Acts, 1852, 1854, and 1860.

The hereinbefore-recited Acts of the Session of the 17th and 18th years of Her Majesty, caps. 104 and 120.

The Summary Procedure on Bills of Exchange Act, 1855.

The Mercantile Law Amendment Act, 1866.

And any Act for the time being in force, amending or substituted for those Acts or any of them, or any of the provisions thereof respectively.

Special case for opinion of Superior Courts.

For enabling parties to proceedings in the Court to obtain the opinion of a Superior Court of Law, the following provisions shall have effect, namely:—

1. The parties in any action may, after issue joined by consent and by order of the Court, state the facts of the case in the form of a special case for the opinion of any one of the Superior Courts of Law at Westminster, or of any one or more of the Judges thereof, and may agree that a judgment shall be entered for the plaintiff or defendant as such Superior Court or Judge or Judges may think fit.

2. The Clerk of the Court shall send the special case (the same being first sealed with the seal of the Court) to the Rule department of the Master's office of the Superior Court for the opinion of which the case is stated, and thereupon all such proceedings and rules shall be taken and observed in the Superior Court as are usual with reference to cases stated for the opinion of such Superior Court in actions pending therein.

3. The Clerk of the Court, on the production of an office copy of the rule of the Superior Court made on the hearing of the special case, shall enter judgment in the Court in conformity with the decision of the Superior Court.

Appeal to Superior Courts in cases of 50 *l.* or upwards.

In any action wherein the amount of the debt or damages sued for is 50*l.* or upwards, if either party is dissatisfied with the determination or direction of the Court in point of law, or on the admission or rejection of evidence, he may appeal therefrom to the High Court of Admiralty of England, or to any of the Superior Courts of Common Law at Westminster, or to one or more of the Judges thereof sitting out of time as a Court of Appeal, subject and according to the following provisions, namely:—

1. The appellant shall, within ten days after the determination or direction appealed from is made or given (exclusive of the day on which the same is made or given), give notice of appeal to the other party or his attorney.

2. Such notice of appeal shall be in writing, stating the grounds on which the appeal is brought, and signed by the appellant or his attorney.

3. A duplicate of such notice shall be delivered by the appellant or his attorney to the Clerk of the Court within the said period of ten days.

4. The appellant shall also give security by bond or deposit of money (approved by the Clerk of the Court) for the costs of the appeal.

5. Where the appellant is the defendant he shall also give security in manner aforesaid for the amount of the judgment, unless the President has ordered him to pay that amount into Court, and he has paid the same accordingly.

6. If in any case, before notice of appeal delivered to the Clerk of the Court, execution has issued and been executed, but the amount levied has not been paid over to the successful party, the same shall remain in Court to abide the result of the appeal or the further order of the Court; and where the appellant is the defendant, the same shall be in lieu of security to be given by him for the amount of the judgment wholly or in part, according to the amount of the same in Court, and after deduction therefrom of the amount of the costs ordered to be paid into Court and of the costs of execution, and security for the difference only (if any), shall be required from the appellant.

7. Nothing in the present section relative to the giving of security either for costs or for the amount of the judgment shall apply where the amount of the debt or damages sued for is 50*l.* or upwards, except where the appellant is a person domiciled out of England and Wales.

Procedure in appeals.

For regulating the proceedings on appeals under this Act, the following provisions shall have effect, namely:

1. Every such appeal shall be in the form of case, which shall be agreed on by the parties or their respective attorneys, and if they cannot agree, the President, upon the application of the parties or their respective attorneys, made within 21 days after the determination or direction appealed from is made or given (exclusive of the day on which the same is made and given) shall settle the case; and the President shall in all cases sign the case.

2. Every case agreed on shall (unless the President otherwise orders) be submitted to him for signature within the said period of 21 days, and every case shall be signed by the President and sealed with the seal of the Court in quadruplicate.

3. One copy of the case shall be deposited with, and shall be kept by, the Clerk of the Court.

4. Another copy thereof shall be sent by the appellant to the successful party or his attorney within three clear days after the case has been signed and sealed, and in default thereof the successful party may proceed on the judgment, unless the President otherwise orders.

5. The

5. The plaintiff shall, within the said period of three days, transmit the remaining two copies of the case, by post or otherwise, to the rule office of the Court to which the appeal is brought, and shall within the same period give notice of such transmission to the successful party or his attorney, and in default thereof the successful party may proceed on the judgment, and in that case shall, on application to the Court, be entitled to an order for such costs as he has incurred in consequence of the proceedings in relation to the appeal, which costs shall be added to the amount of the judgment, and may be recovered accordingly.

6. If, after the case has been so transmitted, the appellant does not prosecute his appeal with due diligence, according to the practice of the Court in which the appeal is brought, the successful party may apply to the President for leave to proceed on the judgment, and leave for that purpose may be granted accordingly, if the President thinks fit; and in that case the successful party shall also be entitled to an order for such costs as he has incurred in consequence of the proceedings in relation to the appeal, which costs shall be added to the amount of the judgment, and may be recovered accordingly.

Arrest of foreign ships, &c.

With respect to any dispute relative to any such matter as is described in the section, where the dispute relates to a claim made upon or against the owner or master of any foreign ship or vessel, or the owner of the cargo thereof, the following further provisions shall have effect, namely:—

1. The Clerk of the Court, on the *ex parte* application of the claimant or any of the claimants, or his or their attorney, and on production of an affidavit, by or on behalf of him or them, setting forth the nature and amount of the claim, may issue a warrant for the arrest of such foreign ship or vessel, and of the cargo (if any) on board thereof.

2. Every such warrant shall be directed to the Marshal of the Court, and shall be executed by him or some of his assistants, who (subject to the orders of the Court) shall safely hold every ship or vessel and cargo so arrested until final judgment in respect of the dispute has been signed, and execution (if any) has been issued and levied, or until the owner or master of the arrested ship or vessel, or the owner of the cargo, has given security to the claimants by bond or deposit of money (to the satisfaction of the Clerk of the Court) for the amount of the claim and the claimant's costs of suit.

3. The costs of and incident to the issuing and execution of any such warrant of arrest, and of the holding possession of any ship or vessel, or cargo so arrested, and the costs of the security shall be costs in the cause.

Power to president to make general rules, &c.

Subject to the provisions of this Act the powers of making rules and of framing writs and forms, conferred by sections 223, 224, and 225 of the "Common Law Procedure Act, 1852," on the authorities therein described, may be exercised from time to time with respect to Courts under this Act by the President, with the approbation of the Judge of the High Court of Admiralty, or a Judge of one of the Superior Courts of Common Law at Westminster.

Rules and orders.

The Judge of the High Court of Admiralty, and one of the Judges of the Superior Courts of Common Law at Westminster, with in either case the President and five of the assessors of the Courts constituted under this Act, shall frame general rules and orders for regulating the practice and procedure of the said last-mentioned Courts, and shall also from time to time alter, vary, and amend the same as occasion may be and require, and shall also append to the said rules and orders a table of fees and costs to be allowed and taken in respect of all proceedings in the said last-mentioned Courts.

Judgment, how given.

The judgment of the Courts shall be given as follows:—The President and each of the assessors present upon, and taking part in the hearing of any case, shall state whether in his opinion the judgment of the Court should be for the plaintiff or defendant, or whether the action should be dismissed, each party paying his own costs, or how otherwise, and the Clerk of the Court shall make a minute thereof, and the President shall give judgment according to the opinions of the majority of the Court, but if the Court are equally divided in opinion then the President shall have a casting vote and give judgment accordingly, and the Clerk of the Court shall record the same.

Provisional arrest.

In urgent cases, and when delay might be prejudicial, the Court may, upon the application of the party in whose favour judgment shall have been recorded, order the provisional arrest or sequestration of the object or amount so adjudicated or awarded, notwithstanding that an appeal might thereafter be lodged against the said judgment.

Sittings of the Court.

The Courts under this Act shall sit in such convenient places and at such times as the President and assessors may appoint, and due notice shall be given of such sittings in such manner as General Orders shall provide, and to be convened at 24 hours' notice.

In case of illness or unavoidable absence, the cause thereof shall be entered on the minutes of the Court; it shall be lawful for the President, or in the case of his inability to make such appointment, for the Lord Chancellor, or where the whole of the district is within the Duchy of Lancaster, for the Chancellor of the Duchy to appoint some other person who shall be a Judge of some other County Court District, or who shall have practised as a barrister-at-law for at least five years, to act as the deputy of such President during

during such illness or unavoidable absence, and it shall also be lawful for the President, with the approval of the said Lord Chancellor or Chancellor of the Duchy, to appoint a deputy, who shall have practised as a barrister-at-law for at least five years, to act for him for any time or times not exceeding in the whole two calendar months in any consecutive period of 12 calendar months; and every deputy so appointed, during the time for which he shall be so appointed, shall have all the powers and privileges and perform all the duties of the President for whom he shall have been so appointed.

Seal.

Each Court shall have a seal for authentication of all documents and copies of documents proceeding therefrom, and each seal shall be inscribed with the name or number of its appropriate district, and shall be kept in the custody of the Clerk of the Court.

The President may and shall act in the execution of the office of Justice of the Peace for any county or part of a county, or for any borough comprised in the district, although he may not have such qualification by estate or interest in lands, tenements, and hereditaments as is required by law in the case of other persons being Justices of the Peace for a county or borough, provided that he be not disqualified by law to act as a Justice of the Peace for any other cause or upon any other occasion than in respect of the want of such an estate or interest as aforesaid.

Powers of president.

The President shall, when presiding in the Court, have all the powers of granting new trials and entering verdicts or nonsuits as are for the time being had by a Superior Court of Law at Westminster, and subject to the like regulations as are applicable to the exercise of those powers by a Superior Court.

Power to president to make certain orders while Court not sitting.

The President may at any time within days after the trial of any cause, and whether the Court is sitting or not, and either when he is within or when he is out of the jurisdiction of the Court hear and grant any application by way of motion for a rule to show cause in arrest of judgment, *non obstante veredicto*, or for a pleader, or for a new trial in any cause pending in the Court which he might lawfully hear while presiding in the Court; and any rule or order made by the President on the hearing of any such motion shall be as valid and as binding on the parties as if the same had been made by him while presiding in the Court.

SCHEDULE.

Districts on the Coast for Merchant Shipping Local Courts.

Newcastle and Gateshead, North and South Shields, Berwick-on-Tweed, Blyth, and Amble, to sit at Newcastle - - - - - - - -	1
Sunderland and Seaham, to sit at Sunderland - - - - - - -	1
The two Hartlepools, Stockton, and Middlesbro', to sit at Stockton - -	1
Whitby, Scarbro', Hull, Grimsby, and Goole, to sit at Hull - - -	1
Yarmouth, Lowestoft, Boston, and Lynn, to sit at Yarmouth - - -	1
Ipswich, Colchester, and Harwich, to sit at Ipswich - - - - -	1
London - - - - - - - - - - - - - - -	1
Gravesend, Margate, Ramsgate, and Deal, to sit at Ramsgate - - -	1
Dover and Folkestone, to sit at Dover - - - - - - - -	1
Southampton and Portsmouth, and Isle of Wight, to sit at Southampton -	1
Dartmouth, Plymouth, and Falmouth, to sit at Plymouth - - - -	1
Bristol and Gloucester, to sit at Bristol - - - - - - -	1
Cardiff and Newport, to sit at Cardiff - - - - - - -	1
Swansea and Llanelly, to sit at Swansea - - - - - - -	1
Holyhead for North Wales - - - - - - - - -	1
Whitehaven, Maryport, and Workington, to sit at Whitehaven - - -	1
Liverpool and Birkenhead, to sit at Liverpool - - - - -	1
Total - - -	17

Enclosure 2, in No. 1.

(3117.)

TRIBUNALS OF COMMERCE.

REPORT of the SELECT COMMITTEE of the NEWCASTLE and GATESHEAD CHAMBER of COMMERCE.

THE principle of having justice promptly administered, and on which the constitution of tribunals of commerce is based, is not new, nor is the practice of submitting merchants to the jurisdiction of their compeers of recent date. Antiquity offers more than one instance of it. The celebrated Montesquieu, in his work called "Esprit des Lois," says:—"Xenophon felt the necessity of the consular jurisdiction." And Demosthenes, in his orations against Apaturius and Phormion, informs us "that at Athens there were particular magistrates for commercial litigation; these judges went on board of ships, listened to the disputes of merchants, and, in order that their interests might not suffer from delay, they adjudicated thereon immediately." At Rome, also, there were judges for every profession to settle disputes between parties of the same calling. Their jurisdiction was absolute, and it was impossible to repudiate the same. If the legislators of Greece and Rome have felt the utility, or let us rather say the necessity, of commercial jurisdiction, the same necessity has been equally patent to the legislators of almost all modern States. The consular jurisdiction was first founded in Italy, the cradle of modern commerce, and at the time of the crusades, when the Italian republics extended their commercial operations towards the east, courts were formed based upon these principles.

Then, as now, four essential principles distinguished these courts. 1st. The judges were required to be experienced in commercial matters. 2nd. Simplicity in the debates between the parties. 3rd. An expeditious and inexpensive procedure. 4th. Rapid execution of the judgments.

The institution of commercial judges is based on the principle that a knowledge of the science of the law alone is insufficient for the judging of commercial suits, which require to be tried by men well versed in the practice of business, conversant with commercial language and the varied nature of business operations.

The organizations of tribunals of commerce in France is composed according to the Code de Commerce, as follows:—

Art. 615, page 854. The number of tribunals and of towns fit for their establishment, by reason of the extent of their commerce and industry, is determined by the Government.

N.B.—In towns where there are no tribunals of commerce, the civil tribunals perform its duties, and are bound to follow the entire commercial procedure.

Art. 617, page 856. Each tribunal of commerce consists of a president, judges, and assistant judges. The number of judges cannot be below two, nor above 14, exclusive of the president. The number of assistant judges is regulated as the service may require them. The number of judges and assistant judges for each tribunal is fixed by the Government.

Art. 618, page 856. The members of the tribunals of commerce are elected at a meeting of the most noteworthy merchants, and principally of the seniors of the oldest firms, whose probity, rectitude, and ability are well known.

Art. 619, page 619. The list of notables, *i. e.*, voters, is made up by the Prefect, and must be submitted to the Minister of the Interior. Their number cannot be below 25 in towns of not exceeding 15,000 inhabitants. In other towns an elector is added for every additional 1,000 inhabitants.

Art. 620, page 857. Every merchant can be made judge or assistant judge, if he is 30 years old, and has carried on business for five years honourably and with distinction. The president, however, must be 40 years old, and can only be chosen amongst old judges.

N.B.—The qualification of merchant is indispensable, and the law even requires that a man should have been engaged in commerce for at least five years, so as to gather a certain amount of experience. The condition as to the president being required to have served as judge, must of course fall away at places where tribunals are newly established.

Art. 621, page 857. The election takes place by ballot, and there must be an absolute majority; and when the president is to be elected, it is especially announced before the ballot is proceeded with.

Art. 622, page 857. At the first election, the president, and half of the judges, and of the assistant judges, are appointed for two years; the second half of the judges and of the assistant judges is appointed for one year. At future elections all the appointments are

for two years. All the members elected at one meeting can be periodically re-elected, even if one or more of them have been appointed for different times.

N.B.—With the object that half of the tribunal may be annually replaced.

Art. 623, page 858. The president and judges can be immediately re-elected for further two years at the expiration of the first two, but after that they are only re-eligible after an interval of a year. If a person be elected a member of the tribunal of commerce to replace one deceased, or removed by other causes, his term of office expires as if the original party were still there.

Art. 624, page 859. To each tribunal are attached a registrar, and other officers appointed by the Government; their salaries, vacations, and duties are defined by law.

N.B.—The registrar keeps a record of the minutes and judgments, the other officers have to issue summonses, execute judgments, be present in the court at trials and execute all orders of the judges. To the tribunal at Paris are attached four, and to the other tribunals in France three officers.

Art. 626, page 862. Judgments of the court must be given by at least three judges, and the assistant judges are only called in to make up that number

N.B.—Assistant judges, although not participating in the judgment, always have a consultative voice; they follow the debate attentively in order to form a personal opinion: the fact of there being only three voters in French tribunals makes no difference. The deliberations and not the votes speak for the decisions of the tribunals, and although the assistant judges are not necessary to compose the tribunal, still they take part in the proceedings. The judgments of the courts are given by the majority of voices, and are rendered by the president who has presided at the trial. They are notified, and contain the conclusions at which the court has arrived, with a summary of the points of law and of facts in the case.

Art. 628, page 864. The functions of judges of tribunals of commerce are quite honorary.

Art. 630, page 864. The tribunals of commerce are under the jurisdiction and surveillance of the Minister of Justice.

N.B.—The Minister of Justice is the chief of the magistrates. In his hands are concentrated all the elements of the judicial organization, and not only the tribunals of commerce, but also the tribunals *de premiere Instance*, the Imperial Courts, and the Cour de Cassation are under his supervision. Tribunals of commerce have no vacations. Commercial judges like other members of the tribunals cannot absent themselves without leave.

Art. 631, 632, 633, and 634, page 865. Tribunals of commerce judge: 1st. In all contests relative to engagements and transactions between merchants, traders, and bankers. 2nd. In all contests of other persons when referring to acts of commerce; all purchases of goods or merchandise for resale, whether in their natural state or after manufacture, or even such as have been hired for use; all manufacturing enterprise, commissions, or transports by land or water; all deliveries, agencies, auctions, and public entertainments; all banking, exchanging, or brokerage operations; all obligations between traders, dealers, and bankers, and between all persons in matters relating to bills and remittances; also every building enterprise and all purchases, sales, and resale of ships, all maritime expeditions, every purchase or sale of tackle, apparel, or provision, every freighting or chartering, bottomry, all insurances and other contracts concerning maritime commerce, all bargains and agreements for wages and hire of crews, all engagements of seamen; also against merchants, servants, and of bills given by servants of the public exchequer.

Art. 635, page 896. The tribunals of commerce also take cognizance of everything concerning bankruptcies, according to the bankruptcy law of the code.

Art. 639, page 907. The judge *without appeal*; 1st. In all demands where the parties under their jurisdiction using their rights declare they wish judgment to be given finally and without appeal; 2nd. All claims not exceeding 1,500 francs in the principal; 3rd. All reconventional, *i. e.*, cross suits or compensatory claims, even if added to the principal claim, they should exceed 1,500 francs. If any one of the principal or reconventional claims exceed the aforesaid sum, the tribunal only delivers a first judgment, *i. e.*, leaving right to appeal.

Art. 645, page 923. The delay allowed for appealing against the judgments rendered by the tribunal of commerce is three months from the date of the decision given by these courts in those cases which have been defended.

The French law, in recognition of the importance of the functions of presidents of tribunals of commerce has promulgated a law authorising the dignity of peers of the realm being conferred upon the presidents of such tribunals in towns where the population is 30,000 and upwards, after they have been four times elected.

The tribunal of commerce (Handelsgericht) at Hamburg is composed as follows, viz.:—

1. A president, a vice-president, a registrar, and his substitute; the tribunal sits in two chambers, one under the president, the other under the vice-president.

2. The

2. The president and vice-president must be above 30 years, and have graduated in law; their appointments are permanent. The registrar and his substitute must be above 25, and must also have graduated in law; they have a fixed salary, but no perquisites.

3. The president, vice-president, and judges, are elected in the following manner, viz.: The court proposes by ballot four persons for a president, of which number the Chamber of Commerce, or Merchants Guild selects two, and one of these two the senate appoints as president. The same takes place in the election of vice-president. For every judgeship two persons are nominated by the court, and the Merchants Guild elects one of these two as judge.

4. The judges must be 30 years old, and merchants in good repute. In matters referring to nautical affairs, the courts are authorised to call to their deliberations a captain or other experienced nautical man, who gives his opinion, but has no voice in the verdict.

5. With the exception of the president, vice-president, registrar, and his substitute, every judge has to give his services gratuitously. The judges are appointed for three years, and are only re-eligible after an interval of one year. They are, however, at liberty to decline to be re-elected, and during their tenure of office are free from other civic employment. Of the judges elected at the first formation of a court, three leave the bench after one year, three after two years, by ballot, and these judges are replaced according to Art. 3.

7. The following is the scale of fees: 1st. For every final sentence in all matters, the amount of which does not exceed 500 marks banco (about 37 *l.* 10 *s.*), stamps and copies included, two marks (one mark is equal to 1 *s.* 3 *d.*); 2nd. For every final sentence exceeding the above amount, 1 *s.* 4 *d. ad valorem*, exclusive of copies and stamps; 3rd. For copies of witnesses' depositions, administering of oaths, rejoinders, judgments, and all other documents, 10 *d.* per written sheet besides stamps.

8. The sheriffs' officer receives 6 *d.* for every citation delivered besides stamps; for communicating judgments 6 *d.*; for communicating documents, irrespective of their number, 6 *d.*; for calling up cases for hearing, 3 *d.*

9. Judgment cannot be given by less than three judges, including the president, a vice-president, or their substitute, unless the presiding judge should deem a larger number necessary.

10. The Handelsgericht takes cognizance of all disputes concerning commercial affairs, whether the contending parties be merchants or not. The law considers as acts of commerce every purchase of produce goods to be manufactured or resold, &c. &c. &c. Chartering and hiring of ships, contracts made by passengers, loans on bottomry, freight, insurances, and all other matters concerning commercial navigation.

13. The court further takes cognizance of disputes of partnership, also about salvage and pilotage.

17. If in the investigation of commercial suits there appear to have been criminatory proceedings, such cases are referred to the Upper Court.

18. If in a bankruptcy, there appears to have been criminatory proceedings, the case is referred to the Upper Court who decree punishment, and otherwise decides in such a matter.

19. The proceedings of the court are public and oral, unless the court considers it expedient for them to be held in writing.

22. A summons is generally issued so that the party has two clear working days before appearance is to be put in, but in cases requiring the utmost speed and immediate provisional steps, the president, or if he be prevented, the vice-president, can issue writs for parties to attend on the day following, and in special cases, even from hour to hour, to appear before him, and two judges, in order to take the necessary provisional steps for security, and if the party summoned shall fail to appear, a decree can be given for contempt of court; such writs can only be delivered personally. The president and the vice-president have also authority to issue writs of arrest when required to do so on good ground, but such writs must be served in eight days. If an order for arrest be refused by the president or vice-president, a petition can be presented to the court, and one of the chambers decide upon the question.

23. The first non-appearance of a party who has received a summons entails upon him a fine of not less than two nor more than five dollars, besides costs. The second non-appearance entails costs and a subpœna, and if the party still does not appear, judgment goes by default, and he pays costs. But the court has liberty to postpone the publication of the judgment till a future day.

24. When the defendant appears, he must at once state his objections, unless the court thinks fit to accord him time for certain reasons.

25. The court can decree, in all cases, the examining of the contending parties,

in the court, or in the consultation room, and if such parties are, by any valid reason, prevented appearing, one of the judges can be deputed to examine them in the presence of the registrar or his substitute, who shall take down the deposition.

26. The court can also decree that one of the judges, in the presence of the registrar, or his substitutes, shall endeavour to bring about an amicable settlement between the contending parties.

27 and 28. In matters where accounts, documents, books, works, goods, ships, or other objects of commerce require to be examined, the court appoints practical men, who have to hear the parties and endeavour to arbitrate, failing which they have to make a report to the court.

32. If parties are not present when judgment is given, the sheriff informs them at once thereof, and makes a note of his having done so. (The book in which the judgments are written is always open for inspection.)

33. In making out judgments, the reason must be given for the decision. If the matter is open to appeal, and if appeal is made, the whole case must be stated in writing.

35. In urgent cases, and when delay is dangerous, notwithstanding the matter being appealable, the court can order, for the security and at the request of the party, in whose favour judgment has been given, to sequestrate the object of the judgment provisionally.

Of Appeal.

No appeal can be made in matters below 500 marks banco, or in matters of a larger amount, if the contending parties have mutually agreed that no appeal shall be made.

Particulars respecting the Upper Court (Obergericht) at Hamburgh, to which appeal is made from the Lower Court.

In the Upper Court there are three lawyers and two merchants sitting at the present time.

In cases above 500 marks the parties may appeal to the Upper Court, and should the first judgment be reversed, the parties then may appeal to the "Last Court of Appeal" (Upper Appellation Court in Lubeck). This court belongs jointly to Hamburgh, Lubeck, Bremen, and Frankfort (the four Hanse towns), and consists of lawyers only, who judge according to the written evidence before them. If a judgment of the Lower Court is confirmed by the Upper Court, there is no appeal possible.

In the Upper Court the fees are six marks currency (about 7 *s.* 6 *d.*) for every written sheet. In the "Last Court of Appeal" the fees are double the amount.

The regulations of the tribunal of commerce are at present undergoing slight changes, but the main features can never be altered in a State which owes its wealth solely to commerce.

On the Commercial Courts at Copenhagen.

Art 2. The Maritime and Commercial Court shall consist of a president or foreman appointed by the King, as well as of 20 members conversant with commercial affairs, and 10 members conversant with maritime affairs.

3. The commercial as well as the maritime members shall be chosen by a meeting of electors, consisting of the committee of merchants (*en Gros*) an equal number of the municipal council, namely, one of the city's magistrates and 12 representatives of the civic corporation, as well as of the committee of the shippers' corporation, under the direction and guidance of the member chosen from the magistry. The election shall take place separately for every place, and for the attainment of selection more than the half part of the votes shall be required; if this number be not attained at the first election, a new free election must be undertaken. If the required majority of votes be not attained even in this case, the voting must be confined to members who had obtained most votes at the second election. If several have the same number of votes, the election must be decided by drawing lots. The president of the elective committee has to send an account to the Minister of Justice of the manner in which the election has taken place, and which account must be drawn up in such a manner that the Minister of Justice may be enabled to judge of the legality of the election, not only with regard to the manner of proceeding, but also of the qualities whereof the person elected is in possession. The Minister of Justice thereafter proposes those elected for the King's confirmation or rejection, and the royal resolution in so far as the election is confirmed to be immediately communicated to the person chosen, and in case any election be rejected, the president has to arrange for a new election immediately. The above election of members is valid for a term of four years, yet so, that ten of the commercial and five of the maritime members who were chosen for the last places, retire after the course of two years.

4. The chosen members must have the rights of naturalisation, be more than 30 years of age, have an unblemished character, dwell in, or have their place of business in, Copenhagen, and not out of authority over, or command of, their property. As commercial members

members of the maritime and commercial court, there must furthermore only be chosen men, who carry or have carried on business as merchants (*en Gros*) traders, retailers, forwarders of goods, shipowners, money changers, or brokers; and the maritime members may likewise be chosen from amongst men who are or have been captains of ships or officers in the royal navy. The chosen numbers must likewise not be related by kin or marriage in an ascending or descending line, or in the first or second degree of a side line with the foreman or president of the court.

5. The foremen shall be allowed a fixed salary equal to that of the justices in the superior law courts. The rest of the members receive no salary, but during the time of their functionary duties, they shall be exempt from all personal communal commissions.

6. The members chosen cannot refuse to accept their election, unless they have attained an age of 65 years, or have been members of the court less than four years before, or be able to adduce their reasons for exemption, that the Minister of Justice finds reasonable. A demand for exemption must be sent to the Minister of Justice within three days after the election has been made known to the party concerned. Before the election of an officer of the Royal navy can be proposed for final confirmation, the Minister of Justice has to communicate with the Minister of Marine. The members chosen are entitled to retire, if they cease to carry on their profession or trade, and remove from Copenhagen, as also for reasons which the Minister of Justice may find admissible. That member who may be judged guilty of any disgraceful action in the public opinion, of whose property comes under the Statute of Bankruptcy, shall withdraw from the court, and a new election must be made for the remaining term of his office. He who is accused of any disgraceful act during a public cause, cannot act in the capacity of member so long as the cause is not finally decided.

7. Before the chosen members enter on their functions in the court, they must take an oath, to be administered by the Minister of Justice.

8. To compose a sitting of the court, there will (as a rule) be required the presence of four members and the foreman. Causes, the subject of which, without noting the accruing interest and expenses of the law suit, are under 100 rigs dollars (10*l.*) in value may, however, be discussed and decided by the foreman and two members; and likewise evidence, even in greater causes, except in those cases named in section 35, can take place at other times than the regular meeting of the court, in presence of the foreman only, and two judges. The foreman, after treating with the rest of the members of the court, shall determine in what manner, and to what extent the commercial and maritime members shall take part in the business on hand, two members who are eventually related or connected with each other by marriage, so near as stated in section 4, must not vote together in the same cause. The foreman shall further determine for every cause, how far the judges alone shall be taken amongst the commercial members, either wholly or for a part, and then in how great a number, amongst the maritime members.

9. In the event of the foreman's absence on a journey or in case of sickness or otherwise, and during a vacation a foreman shall be constituted by the Minister of Justice.

10. The management of the minute book and the rest of the necessary writing in the court, as well as the collection of the court dues shall be under the direction and management of a secretary appointed by the King, and paid by the State, as well as the rest of the necessary office clerks. In case of any impediment or hindrance for the secretary, the foreman shall appoint a suitable person in his place; during a vacancy the Minister of Justice shall constitute a person.

11. The Maritime and Commercial Court shall treat and adjudge all causes concerning maritime and commercial affairs and exercise all other business that by this law belongs to this court, or may in future be brought under this law.

12. Maritime causes are such causes as regard: 1. shipowners, ships' captains, and seamen's mutual rights, duties, and connections; as regards their several positions, conditions, and situations towards one another; 2. the hiring and freighting of ships; 3. average, running foul of, and pilotage; 4. wreck and stranding; 5. bottomry, respondentia or bond, and mortgage on ships on the stocks; 6. sea insurance; 7. building, repairs, purchase and sale of ships, as well as all other matters that arise from contracts or other agreements connected therewith, and which concern the navigation of merchant ships.

13. Commercial causes are: 1. All amongst traders (by which is to be understood every one that carries on trading business as a means of livelihood) that have their origin from and have immediate regard to all matters connected with trading transactions; 2. causes between traders and manufacturers, handicraftsmen, mechanics, or operatives originating in or proceeding from purchase and sale, in such quantities as are subject to, or objects for, wholesale trade, of things that should be used for carrying on a manufactory, or for the use of operatives, or for the purpose of manufacture in or by the same, or of goods that are wrought in the manufactory, or by handiwork; 3. causes concerning money changing, banking and brokering business, money changers and bill brokers, bankers and brokers, or between these persons and traders, so also concerning transactions by brokers' contract; 4. causes between traders and assurers respecting the first-named insurance of goods against fire; 5. causes that arise from trading factors, chief clerks, servants, or

apprentices' condition of service or connection towards their employers, as well as all causes relating to bills of exchange between traders. For the rest all contracts entered into by traders with other traders, and mortgages or pledges issued by them to one another respectively, shall be considered as belonging to or concerning their trading concerns, and therefore, in case of dispute, to be judged by the commercial court unless the contrary can be clearly shown and appear from the contents and aim of the contract. It shall besides be permitted the non-trader who has entered into an engagement with traders, money changers, bill brokers, bankers, or brokers in general, in such manner as far as concerns the last named, that it has the character of a trader's, money changer's, bill banker's or broker's business in general, to see the parties concerned in the Maritime and Commercial Court.

15. Causes that properly belong to the jurisdiction and decision of the Maritime and Commercial Court, may, with the consent of both parties, also be tried and judged by the common civil tribunal. Whereas the Maritime and Commercial Court is bound to reject causes that do not belong to the decision of the said court, if even no objection be made to its competence to judge in such matters. Commercial and maritime causes out of Copenhagen may, if the parties concerned agree thereto, be brought before the Maritime and Commercial Court in Copenhagen, as a first resort.

16. Maritime explanations are admitted and confirmed by oath in the Maritime and Commercial Court, Copenhagen. Men employed as inspectors, surveyors, or valuers, during the trial of maritime and commercial causes, as well as to judge the amount of compensation to be awarded in such cases, will likewise have to be taken from the Maritime and Commercial Court in Copenhagen, which will besides have to nominate inspectors, surveyors, and valuers, for the inspection and valuation of ships and goods in Copenhagen, although there be not any action brought concerning them, in which case the appointment can be made by the foreman out of the court, after consultation with one or more of the members of the court. The Maritime and Commercial Court has to give a declaration respecting cases of stranding, that are presented for the Ministers' decree, if such declaration be demanded by the Minister of Justice.

III.—The Treatment of Causes.

18. The regular meetings of the Maritime and Commercial Court shall be held on one or more days in the week, about which the foreman, after agreement with the rest of the members of the court, takes a determination which is thereafter to be made publicly known. For the treatment of urgent cases, as, for instance, goods that may be spoiled if laid up, or with respect to ships that are ready to sail, there can at all times be an extra court summoned after the foreman's determination.

19. In cases of bills of exchange and in urgent cases no mediation of agreement can take place unless at the request of both parties concerned, if a cause be urgent or not, is to be decided by the court; if the court finds that a suit, which is begun without mediation of agreement ought to be subject to such mediation, the cause is not to be rejected, but postponed in order that a mediation of agreement can take place. In other maritime and commercial cases, a mediation of agreement ought certainly to take place before the introduction of the suit (with the exception named at the close of this paragraph), but as the prosecutor or plaintiff is permitted in the summons to demand trial of mediation, without giving a special complaint of agreement, so a summons shall not lose its validity because it is taken out before a mediation of agreement has taken place, but the citation's introduction will then have to remain in abeyance until another court day, if the agreement be not concluded before that time ; in such case the introduction fees are to be paid when the introduction of the suit takes place. A mediation for agreement is undertaken (if the defendant dwells or has a residence in Copenhagen) by a commission, consisting of two members of the Maritime and Commercial Court, who perform this office by turns, and the minutes are kept by one of the clerks of the court of justice. The parties concerned are not required to meet personally before this commission, who hold their meetings on the days and at the hours which are fixed by a regulation drawn up and made publicly known by the court, and counsellors are not excluded from meetings for the parties, by power of attorney. For the rest the general rules respecting a summons to, and mediation by the Court of Arbitration, and concerning the effect of the agreement entered into, are also applicable with respect to the said mediation, yet the cause cannot be postponed by any remonstrance from either side during the mediation.

25. The defendant ought to make known to the plaintiff a short statement of his objections and the claim he will lodge, also give him duplicates of the rest of the documents that he will produce, whereas the original documents must be left for inspection by the plaintiff in the office of the court of justice before two o'clock on the last work day, before the summons be brought into court.

26. The discussion, management, and treating of causes in the Maritime and Commercial Court takes place verbally, unless the court find occasion, on account of the peculiar nature of the case to prescribe or permit a written treatment. The resolution of the court respecting this, which it is not necessary to lay down as a rule, cannot be made a subject of complaint.

35. Extraordinary meetings of the court may be appointed for trials by witnesses alone; they

they however take place in the presence of the several judges, who shall take part in pronouncing the verdict or judgment, unless the foreman of the courts finds in some cases that it offers very great difficulties, and the court can then be composed of himself and two judges or assessors.

37. Also with respect to the appointment of inspectors and valuers during maritime and commercial trials, and the certifying of inspection and valuation business for the Maritime and Commercial Court, as well as with respect to a general judgment by the said men, the general rules hold good, yet so that the foreman, of his own accord, or at the request of one of the other members of the court, or one of the parties in the suit, can put a question to the inspectors and valuers before the certifying takes place, with the intention to make the explanation given by them respecting the case about which their inspection or valuation is demanded, more complete or clearer. The men's answer will have to be entered in the minute-book.

38. The court ought not to enter into any guidance out of those cases, the subject of which, besides the expenses of procedure, the institution of the law suit, and accruing interest, does not reach 100 r. dl. (10 *l.*)

40. The discussion and treatment in general of maritime and commercial cases are, on the whole, to be forwarded with the greatest possible despatch, and, as a rule, there ought, in general, only to be allowed a very short postponement. As a consequence hereof the common rules of the law respecting inspection by the superintendence of the Court that causes be not unnecessarily detained, will have to be observed with special strictness in those cases, as also the resolution in the edict of the 16th of January 1828, section 4, will have to be applied, so that there, alone on account of the opposing party's consent, can at most be allowed a postponement of eight days.

43. The decision and judgment of the court, which must be accompanied by a statement of the reasons whereon they are founded, may either be retracted immediately after the close of the discussion, or later on the same court day, or on one of the following court days, which must be stated on reception, or communicated afterwards to the parties concerned. They are to be retracted or countermanded after the majority of votes, so that in case of there being an equal number on both sides, the foreman's vote must decide the question. Only those judges who have been present at the actual trial, that is, those who have heard the verbal declarations and explanations made by both parties respecting that which is the subject of the verdict or judgment, can take part in the adjudication. The discussions must, therefore, be repeated or resumed anew if any of these judges who have been present during the same, or part of them, be prevented from attending until the close of the discussion, or from taking part in pronouncing the verdict or judgment. Witnesses and inspectors or valuers will not be required to be heard again.

47. The term of respite for attachment and seizure is in general three days, reckoned from the day that judgment was pronounced, but the court can, in particularly urgent cases, shorten this respite after the claims of the party, and on security being given.

49. Maritime explanations are admitted and received in the Maritime and Commercial Court, by the members of the court fully acquainted with commercial affairs, to whom this Commission is entrusted by the foreman, in their respective turns. Before taking the oath in presence of the foreman in connection with a maritime and commercial member, the explanations are gone through by the last-named member, who lays before the others the remarks he may have to make in the case.

IV. Complaints.

51. The judgment pronounced by the Maritime and Commercial Court of Copenhagen may be appealed against in the highest court of judicature, but in so far as a concession is not granted, only when the value of the case in question is 100 r. dl. Yet cases respecting pilotage will, in agreement with the edict of 30th April 1806, sections 8, 6, under the same conditions, have to be appealed to the High Court of Admiralty.

52. Maritime and commercial causes are anticipated for decision in the highest court of judicature.

53. Complaints against the verdict and judgment of the Maritime and Commercial Court must take place within two months after their retraction, and there can only under very special circumstances be allowed any indemnification, which, however, cannot be allowed after one year and a day's lapse after judgment.

55. With respect to complaints against verdicts, the rule in the edict of the 17th May 1690 must be followed, yet the time of respite for complaint will be first reckoned from the final retraction of judgment. If a separate complaint be made against a verdict given by the Maritime and Commercial Court, in so far as such can take place according to the general principles of the law, the notice, without regard to the dwelling-place of the parties, is eight days.

Newcastle, 30 March 1864. (signed) *James Hall.*
John Jobbling.
Theodore Borrics.

— No. 2. —

(4430.)

Newcastle-upon-Tyne and Gateshead Chamber of Commerce to the President of the Board of Trade.

Sir, Newcastle, 8 August 1865.

I HAVE the honour to transmit to you herewith a memorial (on the subject of the Merchant Shipping Disputes Bill), which was unanimously adopted by a meeting of the chamber, held yesterday.

I have, &c.

To the Right Hon. the President of the Board of Trade, &c. &c. &c.

(signed) *W. H. Brockett*, Secretary.

(4430.)

To the Right Honourable *T. Milner Gibson*, M.P., President of the Board of Trade.

The Memorial of the Newcastle and Gateshead Chamber of Commerce,

Humbly showeth,

THAT your memorialists have bestowed much attention to the subject of the Merchant Shipping Disputes Bill.

That the appointment of an Admiralty Court Judge to visit the provinces, to hear and determine with assessors cases of litigation, would not afford that relief which was sought to be obtained by the said Bill.

That differences are frequently arising out of freight agreements and claims for demurrage, short delivery of and damage done to cargo, as well as with respect to stores and moneys supplied, building, buying, selling, and navigating of vessels, and likewise on many other important questions connected with cargo laden or intended to be laden on board of ships, all which it was intended should be dealt with under the said Bill, in addition to those cases which come within the province of the Admiralty Court, such as losses at sea, salvage services, and the like.

That such differences can only be satisfactorily decided by a mixed Court, composed as provided by the said Bill, of a legal functionary as president, assisted by not less than two assessors, conversant with the usages and customs of mercantile affairs.

That the office of assessor, like that of justice of the peace, is one which would confer dignity upon the holder, and make it an object of ambition, to which the most able and honourable would aspire, and no apprehension need be entertained that the decisions of such courts would be influenced by personal considerations or motives, as the same objection would apply to magistrates who are appointed from that very class of the community whence it was proposed to select such assessors.

That the increasing commerce of the country renders the establishment of such courts an imperative necessity, and not the least important advantage to be gained by their constitution is the means they would afford of all cases which will not admit of delay, being promptly adjudicated upon (as practised in France and elsewhere).

That the absence in this country of such tribunals always within reach of the commercial community compels persons, in most instances of dispute, to submit to injustice rather than invoke the slow and expensive authority of the existing legal machinery.

That the relief sought for under the said Bill ought to apply according to such Bill to London as well as the provinces.

That the recommendation of the Associated Chambers of Commerce, at their annual meeting, held in London in February last, and the numerous petitions emanating from all the leading seaport towns in England, which have been presented

presented in favour of the Merchant Shipping Disputes Bill, evince the importance which the commercial community attach to the measure, and the desire they have to see it become law; and your memorialists may also refer to a petition, signed by about 1,500 of the leading firms in London, which was presented to Parliament in 1858, and to the evidence taken by a Committee of the House in that year, the former praying for the sanction by Parliament, and the latter approving of the principle upon which such Bill was framed.

That to avoid having recourse to our law courts as at present constituted, all differences are, when possible, and not unfrequently by a special condition in the agreement, referred to arbitration by commercial men.

That the enormous expense and delay at present attending the prosecution or defending of claims in our courts, and of which your memorialists could lay before you numerous forcible proofs, as well as the unsatisfactory decisions which are now so frequently recorded in the large majority of cases, deter the commercial community from seeking that redress in the existing tribunals which they ought to afford.

That courts based on the principle of the Merchant Shipping Disputes Bill are known, from the practical experience of your memorialists, to work admirably in the countries in which they are established; they afford the best and surest means of determining differences according to custom and law; and the opinion entertained of them by Her Majesty's Judges may be inferred from the following extract of a report of a trial in the Court of Queen's Bench, on the 9th June 1865, in the case of Adamson *v.* Duncan, when the Lord Chief Justice spoke as follows: "Generally speaking," said his Lordship, "the ambiguous language of these mercantile documents makes them so doubtful that it perhaps would be better if they were referred to a mercantile tribunal; no doubt they are very intelligible to mercantile men, but to lawyers they are full of ambiguities."

That, by reason of the state of things herein set forth, the present courts are, in most cases, unavailable.

That it is not the occasional visit of an Admiralty Court Judge, but a court available every day that is urgently needed.

That the Merchant Shipping Disputes Bill proposed to utilise the present local legal machinery, and your memorialists feel convinced that the grievances complained of can only be redressed by the conversion into law of the provisions of the said Bill.

Your memorialists, therefore, humbly beg that you will be pleased to introduce either the said Bill as drawn, or some measure similar in its aim and objects, at an early period of the ensuing Session of Parliament.

And your memorialists will ever pray, &c. &c.

Signed at Newcastle-upon-Tyne, the 7th day of August 1865, on behalf of the Newcastle and Gateshead Chamber of Commerce.

W. R. Hunter, Chairman.

— No. 3. —

(4560.)

MEMORIAL of the Shipowners of Maryport.

To the Right Honourable *T. Milner Gibson*, M.P., President of the Board of Trade.

The Memorial of the Shipowners of Maryport, in the County of Cumberland:

Humbly showeth,

THAT your memorialists have devoted much attention to the subject of the Merchant Shipping Disputes Bill.

That the appointment of an Admiralty Court Judge to visit the provinces, to hear and determine with assessors cases of litigation, would not afford that relief which was sought to be obtained by the said Bill.

That differences are frequently arising out of freight agreements and claims of demurrage, short delivery of and damage done to cargo, as well as with respect to stores and moneys supplied, building, buying, selling, and navigating of vessels, and likewise on many other important questions connected with cargo, laden or intended to be laden, on board of ships, all which it was intended should be dealt with under the said Bill, in addition to those cases which come within the province of the Admiralty Court, such as losses at sea, salvage services, and the like.

That such differences can only be satisfactorily decided by a mixed court, composed as provided by the said Bill, of a legal functionary as president, assisted by not less than two assessors conversant with the usages and customs of mercantile affairs.

That the office of assessor, like that of justice of the peace, is one which would confer dignity upon the holder, and make it an object of ambition to which the most able and honourable would aspire; and no apprehension need be entertained that the decisions of such courts would be influenced by personal consideration or motives, as the same objection would apply to magistrates who are appointed from that very class of the community whence it was proposed to select such assessors.

That the increasing commerce of the country renders the establishment of such courts an imperative necessity; and not the least important advantage to be gained by their constitution is the means they would afford of all cases which will not admit of delay being promptly adjudicated upon (as practised in France and elsewhere).

That the absence in this country of such tribunals always within reach of the commercial community, compels persons in most instances of dispute to submit to injustice rather than invoke the slow and expensive authority of the existing legal machinery.

That the relief sought for under the said Bill ought to apply according to such Bill to London as well as to the provinces.

That the recommendation of the Associated Chambers of Commerce, at the annual meeting held in London in February last, and the numerous petitions emanating from all the leading seaport towns in England which have been presented in favour of the Merchant Shipping Disputes Bill, evince the importance which the commercial community attach to the measure, and the desire they have to see it become law; and your memorialists may also refer to a petition signed by about 1,500 of the leading firms in London, which was presented to Parliament in 1858, and to the evidence taken by a Committee of the House of Commons in that year, the former praying for the sanction of Parliament, and the latter approving of the principle upon which such Bill is framed.

That to avoid having recourse to our law courts, as at present constituted, all differences are, when possible, and not unfrequently by a special condition in the agreement, referred to arbitration by commercial men.

That the enormous expense and delay at present attending the prosecution or defending of claims in our courts, and of which your memorialists could lay before you numerous forcible proofs, as well as the unsatisfactory decisions which are now so frequently recorded in the large majority of cases, deter the commercial community from seeking that redress in the existing tribunals which they ought to afford.

That courts based on the principle of the Merchant Shipping Dispute Bill are known, from the practical experience of your memorialists, to work admirably in the countries in which they are established. They afford the best and surest means of determining differences according to custom and law: and the opinion entertained of them by Her Majesty's Judges may be inferred from the following extract of a report of a trial in the Court of Queen's Bench on the 9th June 1865, in the case of Adamson *v.* Duncan, when the Lord Chief Justice spoke as follows:—"Generally speaking," said his Lordship, "the ambiguous language of these mercantile documents makes them so doubtful, that it perhaps would be better if they were referred to a mercantile tribunal; no doubt they are very intelligible to mercantile men, but to lawyers they are full of ambiguities."

That, by reason of the state of things herein set forth, the present courts are in most cases unavailable.

That it is not the occasional visit of an Admiralty Court Judge, but a court available every day that is urgently needed.

That

That the Merchant Shipping Disputes Bill proposed to utilize the present local legal machinery, and your memorialists feel convinced that the grievances complained of can only be redressed by the conversion into law of the provisions of the said Bill.

Your memorialists, therefore, humbly beg that you will be pleased to introduce the said Bill as drawn, or some measure similar in its aim and object, at an early period of the ensuing Session of Parliament.

And your memorialists will ever pray, &c. &c.

(signed) *Robert Ritson.*
William Ostle.
Maryport, August 1865. *William Ritson.*
(and 72 other Signatures.)

— No. 4. —

(4590.)

MEMORIAL of the Shipping Committee of the Hull Chamber of Commerce.

To the Right Honourable *T. Milner Gibson*, M.P., President of the Board of Trade.

The Memorial of the Shipping Committee of the Hull Chamber of Commerce and Shipping:

Chamber of Commerce and Shipping, Hull,
Humbly Showeth, 5 September 1865.

THAT your memorialists have for years devoted their attention and efforts to the establishment of tribunals of commerce or courts for the settlement of disputes connected more particularly with mercantile and shipping affairs.

Your memorialists, therefore, observe with pleasure the introduction into the House of Commons during the last Session of the "Merchant Shipping Disputes Bill," and hoped that it would have been made into a working measure and so passed.

Such not having been the case, your memorialists now address you to express their hope that you will introduce some similar measure into the House at an early period of the ensuing Session.

And your memorialists will ever pray.

Signed on behalf of the Shipping Committee of the Hull Chamber of Commerce and Shipping.

Henry T. Atkinson, Chairman.

— No. 5. —

(4604.)

MEMORIAL of the Mayor, Aldermen, and Burgesses of the Borough of Tynemouth.

To the Right Honourable the Lords of the Committee of Privy Council for Trade.

The Memorial of the Mayor, Aldermen, and Burgesses of the Borough of Tynemouth:

Showeth,

THAT the attention of your memorialists has been directed to the subject of the Merchant Shipping Disputes Bill, which was introduced into the House of Commons during the last Session.

That

That in the opinion of your memorialists the establishment of local courts for the trial and settlement of disputes relating to merchant shipping, as proposed by the said Bill, would be of very great advantage to maritime and commercial communities, and that the grievances arising from the expense and delay attendant upon the settlement of such disputes by the existing courts of law in this country would be in a great measure removed by the provisions of the said Bill being passed into a law.

Your memorialists, therefore, humbly pray that your Lordships will be pleased to take this subject into your consideration, and cause the said Merchant Shipping Disputes Bill, or some other measure of a similar description, to be introduced into the House of Commons at an early period of the ensuing Session.

And your memorialists will ever pray, &c.

Given under the Common Corporate Seal of the Mayor, Aldermen, and Burgesses of the Borough of Tynemouth, this 25th day of August 1865. L. S.

Geo. Jobling, Mayor.

— No. 6. —

(4623.)

MEMORIAL of the Chamber of Commerce of the Town of Batley.

To the Right Honourable *T. Milner Gibson*, M. P., President of the Board of Trade.

The Memorial of the Chamber of Commerce of the Town of Batley, in the West Riding of the County of York:

Humbly Showeth,

THAT your memorialists have devoted much attention to the subject of the Merchant Shipping Disputes Bill.

That the appointment of an Admiralty Court Judge to visit the provinces, to hear and determine with assessors cases of litigation, would not afford that relief which was sought to be obtained by the said Bill

That differences are frequently arising out of freight agreements and claims of demurrage, short delivery of and damage done to cargo, as well as with respect to stores and moneys supplied, building, buying, selling, and navigating of vessels, and likewise on many other important questions connected with cargo, laden or intended to be laden, on board of ships, all which it was intended should be dealt with under the said Bill, in addition to those cases which come within the province of the Admiralty Court, such as losses at sea, salvage services, and the like.

That such differences can only be satisfactorily decided by a mixed court, composed as provided by the said Bill, of a legal functionary as president, assisted by not less than two assessors, conversant with the usages and customs of mercantile affairs.

That the office of assessor, like that of justice of the peace, is one which would confer dignity upon the holder, and make it an object of ambition to which the most able and honourable would aspire, and no apprehension need be entertained that the decisions of such courts would be influenced by personal consideration or motives, as the same objection would apply to magistrates who are appointed from that very class of the community whence it was proposed to select such assessors.

That the increasing commerce of the country renders the establishment of such courts an imperative necessity: and not the least important advantage to be gained by their constitution is the means they would afford of all cases which

which will not admit of delay being promptly adjudicated upon (as practised in France and elsewhere).

That the absence in this country of such tribunals always within reach of the commercial community, compels persons in most instances of dispute to submit to injustice rather than invoke the slow and expensive authority of the existing legal machinery.

That the relief sought for under the said Bill ought to apply, according to such Bill, to London as well as to the provinces.

That the recommendation of the Associated Chambers of Commerce, at the annual meeting held in London in February last, and the numerous petitions emanating from all the leading seaport towns in England, which have been presented in favour of the Merchant Shipping Disputes Bill, evince the importance which the commercial community attach to the measure, and the desire they have to see it become law; and your memorialists may also refer to a petition, signed by about 1,500 of the leading firms in London, which was presented to Parliament in 1858, and to the evidence taken by a Committee of the House of Commons in that year, the former praying for the sanction of Parliament, and the latter approving of the principle upon which such Bill was framed.

That to avoid having recourse to our law courts, as at present constituted, all differences are, when possible, and not unfrequently by a special condition in the agreement, referred to arbitration by commercial men.

That the enormous expense and delay at present attending the prosecution or defending of claims in our courts, and of which your memorialists could lay before you numerous forcible proofs, as well as the unsatisfactory decisions which are now so frequently recorded in the large majority of cases, deter the commercial community from seeking that redress in the existing tribunals which they ought to afford.

That courts, based on the principle of the Merchant Shipping Disputes Bill, are known, from the practical experience of your memorialists, to work admirably in the countries in which they are established. They afford the best and surest means of determining differences according to custom and law; and the opinion entertained of them by Her Majesty's Judges may be inferred from the following extract of a report of a trial in the Court of Queen's Bench on the 9th June 1865, in the case of Adamson *v.* Duncan, when the Lord Chief Justice spoke as follows:—"Generally speaking," said his Lordship, "the ambiguous language of these mercantile documents makes them so doubtful that it perhaps would be better if they were referred to a mercantile tribunal; no doubt they are very intelligible to mercantile men, but to lawyers they are full of ambiguities."

That by reason of the state of things herein set forth, the present courts are in most cases unavailable.

That it is not the occasional visit of an Admiralty Court Judge, but a court available every day, that is urgently needed.

That the Merchant Shipping Disputes Bill proposed to utilize the present local legal machinery, and your memorialists feel convinced that the grievances complained of can only be redressed by the conversion into law of the provisions of the said Bill.

Your memorialists, therefore, humbly beg that you will be pleased to introduce the said Bill as drawn, or some measure similar in its aim and object, at an early period of the ensuing Session of Parliament.

And your memorialists will ever pray, &c. &c.

Signed at Batley, the 4th day of September 1865, on behalf of the Batley Chamber of Commerce.

John Jubb, President.

— No. 7. —

(4636.)

Mr. *Tomlinson* to the President of the Board of Trade.

Agency Office of the Whitehaven Shipowners,
Dublin, 14 September 1865.

Sir,

FROM my long connection with the shipping of this port, being 30 years sole agent to Whitehaven shipowners, and having had repeated opportunities of witnessing the delay, inconvenience, and expensive litigation attending the adjustment of the various disputes between merchants and shipowners (arising out of their various mercantile transactions) under the present adjudication of the Court of Admiralty,—

I am respectfully requested by a large body of shipmasters trading to this port to solicit your kind interference, in the hope that your honourable Board will induce an alteration from the present system, by having local courts or tribunals presided over by a magistrate, and assisted by a qualified assessor representing the shipping interest, such as it appears is in practice in other foreign ports, giving thereby many poor and humble sufferers the advantage of seeking their just claims, which in numerous cases they are now debarred from obtaining from the reasons before stated.

I have, &c.
(signed) *John Tomlinson.*

The Hon. Milner Gibson,
President of the Board of Trade.

NOTE.—The suggested alteration from the present system is merely referred to as a simple mode of redress, subject to the more enlightened and superior views of your honourable Board.

— No. 8. —

(4745.)

Corporation of Newport to the President of the Board of Trade.

Town Clerk's Office, Council House,
Newport (Mon.), 6 October 1865.

Sir,

I BEG to send you memorial from the Corporation of this borough on the subject of Merchant Shipping Disputes.

I am, &c.
(signed) *Thos. Woollett,*
Town Clerk.

To the Right Honourable
T. M. Gibson, M.P.

(4745.)

To the Right Honourable *T. Milner Gibson,* M.P., President of the Board of Trade.

The Memorial of the Mayor, Aldermen, and Burgesses of the Borough of Newport, in the County of Monmouth:

Humbly Showeth,

THAT your memorialists have devoted much attention to the subject of the Merchant Shipping Disputes Bill.

That the appointment of an Admiralty Court Judge to visit the provinces, to hear and determine with assessors cases of litigation, would not afford that relief which was sought to be obtained by the said Bill.

That differences are frequently arising out of freight agreements and claims of demurrage, short delivery of and damage done to cargo, as well with respect to stores and moneys supplied, building, buying, selling, and navigating of vessels, and likewise on many other important questions connected with cargo, laden or intended to be laden, on board of ships, all of which it was intended should be dealt with under the said Bill, in addition to those cases which come within the province of the Admiralty Court, such as losses at sea, salvage services, and the like.

That such differences can only be satisfactorily decided by a mixed court composed, as provided by the said Bill, of a legal functionary as president, assisted by not less than two assessors conversant with the usage and customs of mercantile affairs.

That

That the office of assessor, like that of justice of the peace, is one which would confer dignity upon, and make it an object of ambition to which the most able and honourable would aspire; and no apprehension need be entertained that the decisions of such courts would be influenced by personal considerations or motives, as the same objection would apply to magistrates who are appointed from that very class of the community whence it was proposed to select such assessors.

That the increasing commerce of the country renders the establishment of such courts an imperative necessity; and not the least important advantage to be gained by their constitution is the means they would afford of all cases which will not admit of delay being promptly adjudicated upon (as practised in France and elsewhere).

That the absence in this country of tribunals always within reach of the commercial community, compels persons in most instances of dispute to submit to injustice rather than invoke the slow and expensive authority of the existing legal machinery.

That the relief sought for under the said Bill ought to apply, according to such Bill, to London as well as the provinces.

That the recommendation of the Associated Chambers of Commerce, at the annual meeting held in London in February last, and the numerous petitions emanating from all the leading seaport towns in England, which have been presented in favour of the Merchant Shipping Disputes Bill, evince the importance which the commercial community attach to the measure, and the desire they have to see it become law; and your memorialists may also refer to a petition, signed by about 1,500 of the leading firms in London, which was presented to Parliament in 1858, and to the evidence taken by a Committee of the House of Commons in that year, the former praying for the sanction of Parliament, and the latter approving of the principle upon which such Bill was framed.

That to avoid having recourse to our law courts, as at present constituted, all differences are, when possible, and not unfrequently by a special condition in the agreement, referred to arbitration by commercial men.

That the enormous expense and delay at present attending the prosecution or defending of claims in our courts, and of which your memorialists could lay before you numerous forcible proofs, as well as the unsatisfactory decisions which are now so frequently recorded in the large majority of cases, deter the commercial community from seeking the redress in the existing tribunals which they ought to afford.

That courts based on the principle of the Merchant Shipping Disputes Bill are known, from the practical experience of your memorialists, to work admirably in the countries in which they are established. They afford the best and surest means of determining differences according to custom and law; and the opinion entertained of them by Her Majesty's Judges may be inferred from the following extract of a report of a trial in the Court of Queen's Bench on the 9th day of June 1865, in the case of Adamson *v.* Duncan, when the Lord Chief Justice spoke as follows:—"Generally speaking," said his Lordship, "the ambiguous language of these mercantile documents makes them so doubtful that it perhaps would be better if they were referred to a mercantile tribunal; no doubt they are very intelligible to mercantile men, but to lawyers they are full of ambiguities."

That by reason of the state of things herein set forth, the present courts are in most cases unavailable.

That it is not the occasional visit of an Admiralty Judge, but a court available every day, that is urgently needed.

That the Merchant Shipping Disputes Bill proposed to utilize the present local legal machinery; and your memorialists feel convinced that the grievances complained of can only be redressed by the conversion into law of the provisions of the said Bill.

Your memorialists, therefore, humbly beg that you will be pleased to introduce the said Bill as drawn, or some measure similar in its aim and object at an early period of the ensuing Session of Parliament.

Witness the Common Seal of the said Borough of Newport, this 6th day of October 1865.

L. S.

— No. 9. —

(4746.)

Blyth Shipowners' Society to the President of the Board of Trade.

Sir, Blyth, 3 October 1865.

I VERY respectfully enclose with this a memorial from the Shipowners' Society of this port, in favour of the "Merchant Shipping Disputes Bill," to your address, for presentation and support at the proper time and place.

I have, &c.

The Right Honourable T. Milner Gibson, President of the Board of Trade.

(signed) *James Darling*, Hon. Sec.

(4746.)

To the Right Honourable *T. Milner Gibson*, M.P., President of the Board of Trade.

The Memorial of the Blyth Shipowners' Society.

Humbly Showeth,

THAT your memorialists have devoted much attention to the subject of the Merchant Shipping Disputes Bill.

That the appointment of an Admiralty Court Judge to visit the provinces, to hear and determine with assessors cases of litigation, would not afford that relief which was sought to be obtained by the said Bill.

That differences are frequently arising out of freight agreements and claims of demurrage, short delivery of and damage done to cargo, as well as with respect to stores and moneys supplied, building, buying, selling, and navigating of vessels, and likewise on many other important questions connected with cargo, laden or intended to be laden, on board of ships, all which it was intended should be dealt with under the said Bill, in addition to those cases which come within the province of the Admiralty Court, such as losses at sea, salvage services, and the like.

That such differences can only be satisfactorily decided by a mixed court, composed, as provided by the said Bill, of a legal functionary as president, assisted by not less than two assessors, conversant with the usages and customs of mercantile affairs.

That the office of assessor, like that of justice of the peace, is one which would confer dignity upon the holder, and make it an object of ambition to which the most able and honourable would aspire; and no apprehension need be entertained that the decisions of such courts would be influenced by personal consideration or motives, as the same objection would apply to magistrates who are appointed from that very class of the community whence it was proposed to select such assessors.

That the increasing commerce of the country renders the establishment of such courts an imperative necessity; and not the least important advantage to be gained by their constitution, is the means they would afford of all cases, which will not admit of delay, being promptly adjudicated upon (as practised in France and elsewhere).

That the absence in this country of such tribunals always within reach of the commercial community, compels persons in most instances of dispute to submit to injustice rather than invoke the slow and expensive authority of the existing legal machinery.

That the relief sought for under the said Bill ought to apply, according to such Bill, to London as well as to the provinces.

That the recommendation of the Associated Chambers of Commerce, at the annual meeting held in London in February last, and the numerous petitions emanating from all the leading seaport towns in England which have been presented in favour of the Merchant Shipping Disputes Bill, evince the importance which the commercial community attach to the measure, and the desire they have to see it become law; and your memorialists may also refer to a petition, signed by about 1,500 of the leading firms in London, which was presented

presented to Parliament in 1858; and to the evidence taken by a Committee of the House of Commons in that year, the former praying for the sanction of Parliament, and the latter approving of the principle upon which such Bill was framed.

That to avoid having recourse to our Law Courts, as at present constituted, all differences are, when possible, and not unfrequently by a special condition in the agreement, referred to arbitration by commercial men.

That the enormous expense and delay at present attending the prosecution or defending of claims in our courts, and of which your memorialists could lay before you numerous forcible proofs, as well as the unsatisfactory decisions which are now so frequently recorded in the large majority of cases, deter the commercial community from seeking that redress in the existing tribunals which they ought to afford.

That courts, based on the principle of the Merchant Shipping Disputes Bill, are known from the practical experience of your memorialists to work admirably in the countries in which they are established; they afford the best and surest means of determining differences according to custom and law, and the opinion entertained of them by Her Majesty's Judges may be inferred from the following extract of a report of a trial in the Court of Queen's Bench, on the 9th June 1865, in the case of Adamson *v.* Duncan, when the Lord Chief Justice spoke as follows:—"Generally speaking," said his Lordship, "the ambiguous language of these mercantile documents makes them so doubtful that it perhaps would be better if they were referred to a mercantile tribunal; no doubt they are very intelligible to mercantile men, but to lawyers they are full of ambiguities."

That by reason of the state of things herein set forth, the present courts are in most cases unavailable.

That it is not the occasional visit of an Admiralty Court Judge, but a court available every day, that is so urgently needed.

That the Merchant Shipping Disputes Bill proposed to utilise the present local legal machinery, and your memorialists feel convinced that the grievances complained of can only be redressed by the conversion into law of the provisions of the said Bill.

Your memorialists, therefore, humbly beg that you will be pleased to introduce the said Bill as drawn, or some measure similar in its aim and object, at an early period of the ensuing session of Parliament.

And your memorialists will ever pray, &c., &c.

Signed at Blyth, the 29th day of September 1865, on behalf of Blyth Shipowners' Society.

John Dent, Chairman.

— No. 10. —

(4826.)

MEMORIAL of the Bristol Chamber of Commerce.

To the Right Honourable *T. Milner Gibson*, M.P., President of the Board of Trade.

The Memorial of the Bristol Chamber of Commerce,

Showeth,

THAT your memorialists have devoted much attention to the subject of the establishment of tribunals of commerce for the settlement of disputes, arising out of commercial transactions, in a speedy, economical, and equitable manner.

That the subject has also been brought under the notice of Parliament repeatedly; but as there appear to be difficulties in the way of the establishment of such institutions on a comprehensive plan, your memorialists have given their support to the general principles of a measure promoted by the Newcastle and Gateshead Chamber of Commerce, entitled "The Merchant Shipping Disputes Bill."

That your memorialists concur generally in the allegations of a memorial which has been presented to you by the Newcastle and Gateshead Chamber

of Commerce, and join in its prayer, viz., that you will be pleased to introduce the said Bill or some similar measure at an early period of the ensuing Session of Parliament, as the subject appears to your memorialists to come properly within the department of Government over which you preside, and cannot be effectually or successfully dealt with by private Members of Parliament.

And your memorialists will ever pray, &c.

Signed on behalf of the Bristol Chamber of Commerce,

Charles Hoskins Low, Chairman.

Bristol, 21st September 1865.

— No. 11. —

(4872.)

Birmingham Chamber of Commerce to the President of the Board of Trade.

Birmingham Chamber of Commerce, Offices,
Exchange Buildings, New Street,
28 October 1865.

Sir,

I AM requested by the Council of this Chamber to forward you, as per enclosure, a Memorial in favour of the Merchant Shipping Disputes Bill, a measure which has already been before the House of Commons, and which, it is hoped, will ultimately receive the sanction of Parliament.

I am, &c.
(signed) *John S. Wright*,
Vice-President of the Council.

The Right Honourable T. M. Gibson, M.P.,
President of the Board of Trade.

(4872.)

To the Right Honourable *M. Gibson*, M.P., President of the Board of Trade.

The Memorial of the Council of the Birmingham Chamber of Commerce,

Showeth,

THAT your memorialists have carefully considered the Merchant Shipping Disputes Bill, introduced last Session into the House of Commons.

That, in the opinion of your memorialists, the enactment of such a measure would be of the highest value to commercial interests generally, but more especially when connected with the trade of maritime towns.

Your memorialists consider that if such courts received the sanction of Parliament, they would conduce to the establishment of tribunals of commerce (which have been found to work so advantageously in various foreign countries) in all the great centres of industry, whereby disputes connected with trade would be settled at much less expense and with greater promptness than by the present complicated system of legal procedure.

Your memorialists respectfully urge your Honourable Board to give its attention to this subject, with the view of introducing into Parliament, early in the ensuing Session, a Bill embracing the principle of the Merchant Shipping Disputes Bill.

Signed on behalf of the Council of the said Chamber,

John S. Wright,
Vice-President.

— No. 12. —

(5486.)

MEMORIAL of the Shipowners of the Port of Ipswich.

To the Right Honourable *T. Milner Gibson*, M.P., President of the Board of Trade.

The Memorial of the Shipowners of the Port of Ipswich, in the County of Suffolk,

Humbly showeth,

THAT your memorialists have devoted much attention to the subject of the Merchant Shipping Disputes Bill.

That the appointment of an Admiralty Court Judge, to visit the provinces to hear and determine with assessors cases of litigation, would not afford that relief which was sought to be obtained by the said Bill.

That differences are frequently arising out of freight agreements and claims of demurrage, short delivery of, and damage done to cargo, as well as with respect to stores and moneys supplied, building, buying, selling, and navigating of vessels, and likewise on many other important questions connected with cargo laden or intended to be laden on board of ships, all which it was intended should be dealt with under the said Bill, in addition to those cases which come within the province of the Admiralty Court, such as losses at sea, salvage services, and the like.

That such differences can only be satisfactorily decided by a mixed court, composed, as provided by the said Bill, of a legal functionary as president, assisted by not less than two assessors, conversant with the usages and customs of mercantile affairs.

That the office of assessor, like that of justice of the peace, is one which would confer dignity upon the holder, and make it an object of ambition, to which the most able and honourable would aspire, and no apprehension need be entertained that the decisions of such courts would be influenced by personal consideration or motives, as the same objection would apply to magistrates who are appointed from that very class of the community whence it was proposed to select such assessors.

That the increasing commerce of the country renders the establishment of such courts an imperative necessity, and not the least important advantage to be gained by their constitution is the means they would afford of all cases, which will not admit of delay, being promptly adjudicated upon (as practised in France and elsewhere).

That the absence in this country of such tribunals always within reach of he commercial community, compels persons in most instances of dispute to submit to injustice rather than invoke the slow and expensive authority of the existing legal machinery.

That the relief sought for under the said Bill ought to apply according to such Bill to London as well as to the provinces.

That the recommendation of the Associated Chambers of Commerce, at the annual meeting held in London in February last, and the numerous petitions emanating from all the leading seaport towns in England, which have been presented in favour of the Merchant Shipping Disputes Bill, evince the importance which the commercial community attach to the measure, and the desire they have to see it become law; and your memorialists may also refer to a petition signed by about 1,500 of the leading firms in London, which was presented to Parliament in 1858, and to the evidence taken by a Committee of the House of Commons in that year, the former praying for the sanction of Parliament, and the latter approving of the principle upon which such Bill was framed.

That, to avoid having recourse to our Law Courts, as at present constituted, all differences are, when possible, and not unfrequently by a special condition in the agreement, referred to arbitration by commercial men.

That the enormous expense and delay at present attending the prosecution

or defending of claims in our courts, and of which your memorialists could lay before you numerous forcible proofs, as well as the unsatisfactory decisions which are now so frequently recorded in the large majority of cases, deter the commercial community from seeking that redress in the existing tribunals which they ought to afford.

That courts based on the principle of the Merchant Shipping Disputes Bill are known, from the practical experience of your memorialists, to work admirably in the countries in which they are established; they afford the best and surest means of determining differences according to custom and law, and the opinion entertained of them by Her Majesty's Judges may be inferred from the following extract of a report of a trial in the Court of Queen's Bench on the 9th June 1865 in the case of Adamson *v.* Duncan, when the Lord Chief Justice spoke as follows: "Generally speaking," said his Lordship, "the ambiguous language of these mercantile documents makes them so doubtful, that it, perhaps, would be better if they were referred to a mercantile tribunal; no doubt they are very intelligible to mercantile men, but to lawyers they are full of ambiguities."

That by reason of the state of things herein set forth, the present courts are, in most cases, unavailable.

That it is not the occasional visit of an Admiralty Court Judge, but a court available every day, that is urgently needed.

That the Merchant Shipping Disputes Bill proposed to utilise the present local legal machinery, and your memorialists feel convinced that the grievances complained of can only be redressed by the conversion into law of the provisions of the said Bill.

Your memorialists, therefore, humbly beg that you will be pleased to introduce the said Bill as drawn, or some measure similar in its aim and object, at an early period of the ensuing session of Parliament.

And your memorialists will ever pray, &c., &c.

(signed) *Ebenezer Goddard,*
Wm. Bayley,
John R. Cobbold,
(and 19 other signatures).

— No. 13. —

(2798.)

MEMORIAL of the Liverpool Underwriters' Association.

To the Right Honourable *Thomas Milner Gibson*, M.P., &c. &c., President of the Board of Trade.

The Memorial of the Members of the Liverpool Underwriters' Association,

Respectfully showeth,

THAT your memorialists being largely engaged in the business of marine insurance, are much interested in all that pertains to the mercantile marine of this and other countries.

That owing to the increased number of vessels afloat, caused by the recent expansion of trade, cases of collisions at sea are much more frequent than they used to be.

That such collisions frequently take place between vessels bound into or out of this port, and that other contingencies subject to Admiralty jurisdiction often occur, especially when in bad weather, and at times when this river is crowded with shipping, services are rendered to vessels by steam tugs, and salvage claims are founded thereon.

That from such casualties frequent litigation arises, but that, owing to the non-existence of any Admiralty or Vice-Admiralty Court in Liverpool, the legal adjustment

adjustment of the questions in dispute (excepting perhaps in very trifling cases) can only be obtained by resorting to the Admiralty Court in London.

That the loss of time and money, incurred by sending cases to London, as compared with having them tried on the spot is very great, especially when many witnesses are called.

That in some cases, owing to the delay and inconvenience caused by having to go to a distance, important witnesses are unable to attend the trial.

That in other cases, when witnesses are sent to London, and are kept there waiting for some days, they are exposed to the risk of being tampered with in such a way as to defeat the ends of justice.

That in cases where collisions occur, either in this river or in the neighbourhood of this port, a personal knowledge of all local facts and customs, often is of use in forming a decision, but that when trials take place at a distance, the benefit of such local experience is not always supplied.

That not only is much expense incurred in sending witnesses to London, and keeping them there, but also heavy additional charges arise from the employment of two distinct sets of legal agents, and that a further loss is sometimes caused by the detention of vessels in port while their masters or other officers are kept waiting as witnesses.

That in the opinion of your memorialists the cost of a Vice Admiralty Court in Liverpool would be more than defrayed by the fees, as many cases that are now compromised, arbitrated, or even paid, rather than incur the expense of taking them to London, would be then referred to a local court, such as freights, charters, demurrage, and others of a minor character connected with shipping.

That your memorialists, therefore, pray you to take into your consideration the desirability of establishing in Liverpool a local Vice Admiralty Court, which may be always available to litigants interested in shipping navigating St. George's Channel.

And your memorialists will ever pray, &c. &c.

On behalf of the Liverpool Underwriters' Association,

Liverpool, 25 April 1866, Underwriters' Rooms.

William H. Jones, Chairman.

— No. 14. —

(7866.)

MEMORIAL of the Newcastle and Gateshead Chamber of Commerce.

To the Right Honourable Sir *Stafford H. Northcote*, Bart., M.P., President of the Board of Trade.

The humble Memorial of the Newcastle and Gateshead Chamber of Commerce,

Respectfully showeth,

THAT your memorialists were the promoters of a Bill introduced into the last Parliament by the Honourable George Denman, Q.C., intituled "The Merchant Shipping Disputes Bill."

That the object of the Bill was to obtain a more prompt and satisfactory, and less expensive, mode than at present exists of settling differences arising with shipping, and concerning cargoes received by or laden, or intended to be laden, on board of ships.

That the Bill was withdrawn, the late Government having promised during the recess to give the measure their careful consideration.

That your memorialists have read with pleasure the sentiments expressed by you on the hustings at South Molton, as reported in the "Times" of the 16th instant, with reference to the further facilities needed by our commerce, and that it is through the intervention of the Board of Trade that these facilities must be looked for. Among these improvements in legislation you refer especially to merchant shipping, and also to the desirability of bringing the laws of different countries into harmony as affecting commercial interests. With these

these aims so admirably expressed, your memorialists feel that they may look for early legislation in this matter, which has so long been desired by the commercial and shipping community.

That the practice of most foreign countries in their "tribunals of commerce" is much more adapted, from its promptitude, efficiency, and cheapness, to the wants of great commercial interests than the cumbrous, expensive, and dilatory process of settling shipping disputes in the existing courts in this country.

That the delay and expense involved in the settlement of such disputes in England are tantamount, at present, in a very great number of cases, to a denial of justice; and the very important interests of our mercantile marine, and our large trade with foreign nations, demand that these difficulties should be removed, and facilities afforded more in harmony with the progress of the age.

That the leading seaport towns petitioned Parliament, and subsequently memorialised the late Government, to give effect to the measure promoted by this Chamber.

That your memorialists refer you to the said Bill, and humbly pray that you will take into your favourable consideration, and introduce into Parliament at an early period, a Bill founded on the principles embraced in that promoted by this Chamber.

Newcastle-upon-Tyne, 6 August 1866. (signed) *R. W. Hunter*, Vice President.

— No. 15. —

(7994.)

MEMORIAL of the Dewsbury Chamber of Commerce.

To the Right Honourable Sir *Stafford H. Northcote*, Bart., M.P., President of the Board of Trade.

The Memorial of the Dewsbury Chamber of Commerce,

Respectfully showeth,

THAT your memorialists have learnt that a Bill was introduced into the last Parliament by the Honourable George Denman, Q.C., intituled "The Merchant Shipping Disputes Bill."

That the object of the Bill was to obtain a more prompt and satisfactory, and less expensive, mode than at present exists of settling differences arising with shipping, and concerning cargoes received by, or laden or intended to be laden, on board of ships.

That the Bill was withdrawn, the late Government having promised during the recess to give the measure their careful consideration.

That the practice of most foreign countries in their tribunals of commerce is much more adapted, from its promptitude, efficiency, and cheapness, to the wants of great commercial interests than the cumbrous, expensive, and dilatory process of settling shipping disputes in the existing courts in this country.

That the delay and expense involved in the settlement of such disputes in England are tantamount, at present, in a very great number of cases, to a denial of justice; and the very important interests of our mercantile marine, and our large trade with foreign nations, demand that the difficulties should be removed, and facilities afforded more in harmony with the progress of the age.

That your memorialists refer you to the said Bill, and humbly pray that you will take it into your favourable consideration, and introduce into Parliament at an early period a Bill founded on the principles embraced in that Bill.

Signed by order of the Council, and on behalf of the Chamber,

Chamber of Commerce, Dewsbury, 17 August 1866.

Benjamin Blakeley, President.
Jesse Smith, Secretary.

— No. 16. —

(8346.)

North Shields and Tynemouth Chamber of Commerce to the President of the Board of Trade.

North Shields and Tynemouth Chamber of Commerce,
Sir, 6 October 1866.

This Chamber understanding that it is in contemplation to establish Branch Admiralty Courts at certain outports of the United Kingdom; it is my duty representing this Chamber to submit that the Ports of North and South Shields, contain a much larger amount of tonnage than is registered at any other locality on the north-east coast. It is within the limits of the Shields Port where 90 per cent. of the ships that come to the Tyne Road, and discharge; hence, it is here that casualties so frequently arise,-which would have to be dealt with by the proposed Maritime Branch Courts.

During the Crimean war it was under the consideration of Government to establish at Shields a Branch from the Admiralty Court, to adjudicate on any prizes that might be taken during that conflict.

I have, therefore, on behalf of this Chamber respectfully to submit that you will be pleased, before deciding as to the locality for such courts, to take into consideration the legitimate claim that shipowners, merchants, and all concerned in maritime affairs have for the establishment of a local Admiralty Court at Shields.

I have, &c.

President of the Board of Trade, (sgned) *Ralph Turnbull*,
London. Secretary.

— 17. —

(8421.)

Maritime Branch Courts.

North Shields and Tynemouth Chamber of Commerce to the President of the Board of Trade.

Sir, North Shields, 16 October 1866.

In consequence of your intimation recently at Liverpool in regard to the formation of local maritime courts at certain maritime boroughs in this country, we, the undersigned, on behalf of the North Shields and Tynemouth Chamber of Commerce, beg respectfully to bring under your attention the claims that North Shields have to be selected as one of the great ports, whereat to institute one of the Branch Maritime Courts.

North Shields is at the mouth of the Tyne; the shipping registered at the port exceeds that of any other port on the Tyne; it is alongside the deep-water part of the river in connection with the docks, where nearly all the ships that trade to the Tyne discharge and load, consequently where daily incidents arise requiring adjudication in a maritime court, in proof of which there are more cases relating to averages, derelict property, damage, disputes as to wages, and claims for supplying ships brought before the North Shields bench of magistrates than at any local court in the Tyne.

Further, the undersigned have to submit that to be effective the legal processes from such intended court should be prompt as to arrest and detain vessels, even when on transit passing out of the harbour which could not be done so effectively by process from courts not in the immediate locality.

Moreover, it is further respectfully submitted that there is belonging to the sub-port of Blyth over 200 vessels, and that for all maritime disputes North Shields would be most convenient for the adjudication of business arising at the said port of Blyth.

For all these reasons it is earnestly requested that Her Majesty's Government will be pleased to establish a local maritime court at North Shields.

Signed on behalf of the North Shields and Tynemouth Chamber of Commerce,

G. O. Trevelyan, President.
Edward Shotton, Vice President.
Ralph Turnbull, Secretary.

To the Right Hon.
the President of the Board of Trade.

— No. 18. —

(8483.)

MEMORIAL of the Cardiff Chamber of Commerce.

To the Right Honourable Sir *Stafford H. Northcote*, Bart., M.P., President of the Board of Trade.

The Memorial of the Cardiff Chamber of Commerce,

Respectfully showeth,

THAT the members of the Newcastle and Gateshead Chamber of Commerce were the promoters of a Bill, introduced into the last Parliament by the Honourable George Denman, Q. C., intituled "The Merchant Shipping Disputes Bill."

That the object of the Bill was to obtain a more prompt and satisfactory, and less expensive, mode than at present exists of settling differences arising with shipping, and concerning cargoes received by or laden or intended to be laden, on board of ships.

That the Bill was withdrawn, the late Government having promised during the recess to give the measure their careful consideration.

That your memorialists have read with pleasure the sentiments expressed by you on the hustings at South Molton, as is reported in the "Times" of the 16th August last, with reference to the further facilities needed by our commerce, and that it is through the intervention of the Board of Trade that these facilities must be looked for.

Among these improvements in legislation, you refer especially to merchant shipping, and also to the desirability of bringing the laws of different countries into harmony as affecting commercial interests.

With these aims so admirably expressed, your memorialists feel that they may look for early legislation in this matter, which has so long been desired by the commercial and shipping community.

That the practice of most foreign countries in their "tribunals of commerce," is much more adapted from its promptitude, efficiency, and cheapness, to the wants of great commercial interests, than the cumbrous, expensive, and dilatory process of settling shipping disputes in the existing courts in this country.

That the delay and expense involved in the settlement of such disputes in England, are tantamount at present in a very great number of cases to a denial of justice, and the very important interests of our mercantile marine, and our large trade with foreign nations, demand that these difficulties should be removed, and facilities afforded more in harmony with the progress of the age.

That the leading seaport towns petitioned Parliament, and subsequently memorialised the late Government to give effect to the measure promoted by the Chamber.

That your memorialists refer you to the said Bill, and humbly pray that you will take it into your favourable consideration, and introduce into Parliament at an early period, a Bill founded on the principles embraced in that promoted by the Newcastle Chamber.

Signed on behalf of the Chamber,

J. H. Insole, President.
Alex. De Giel, Secretary.

Cardiff, 31 October 1866.

— No. 19. —

Mr. *R. S. Graves*, M.P., to the Right Honourable the Earl of *Derby*.*

My Lord, 23 November 1866.

I HAVE been requested to convey to your Lordship the accompanying memorial from the Shipowners' Association, praying for the establishment of district courts, especially in Liverpool.

You may perhaps remember that I had the pleasure, in conjunction with the Members for Hull and Newcastle, of bringing the subject under your Lordship's notice in July last, since which time I have had many opportunities of hearing the opinions of practical minds, and the strongest unanimity prevails as to the want of some ready mode of settling the innumerable cases daily arising out of shipping, and for which the ordinary common law courts are not well adapted.

The necessity for some such tribunal is much felt in this port, and I can assure your Lordship that a measure having for its object the establishment of such courts would be regarded as a great boon.

I have, &c.
(signed) *S. R. Graves.*

The Right Honourable
the Earl of Derby, K.G.,
&c. &c.

To the Right Honourable the Earl of *Derby*, First Lord Commissioner of Her Majesty's Treasury.

The Memorial of the Liverpool Shipowners' Association,

Humbly showeth,

THAT your memorialists have from time to time urged upon Her Majesty's late Government the necessity that exists for enlarging the jurisdiction of the High Court of Admiralty, and extending its usefulness by the establishment of district courts in some of the leading seaports of the kingdom.

That your memorialists are more than ever impressed with the necessity for instituting such local courts for the prompt adjudication of the numerous questions relating to shipping, and the settlement of disputes at the port where the voyage terminates, and whilst the witnesses remain in the port.

That your memorialists believe that the business of a Court of Vice-Admiralty in Liverpool would be so large that the court fees would be more than sufficient to meet the expenses of such court, many cases being now either compromised or left unsettled.

That your memorialists received, during the last Session, through the Members of the borough, strong assurances that this subject should receive full consideration before the next meeting of Parliament.

Your memorialists therefore humbly pray that Her Majesty's Government may be pleased to introduce into Parliament a measure for the enlarging the jurisdiction of the High Court of Admiralty, and the establishing of Vice-Admiralty Courts in the leading seaports, especially in Liverpool.

(signed) *W. T. Jacob*, Chairman.

— No. 20. —

(5278.)

Liverpool Underwriters' Association to Mr. *S. R. Graves*, M.P.*

Underwriters' Rooms, Liverpool,
Dear Sir, 29 November 1866.

REFERRING to the memorial which was sent to you by the committee of this association a few months ago, on the subject of the establishment of a District

* Forwarded to the Board of Trade by Mr. Graves.

District Vice-Admiralty Court in this town, I have to state that the minds of the committee remain impressed with the advantages which would be derived from the establishment of such a court, and that they trust you will lose no opportunity of urging the importance of the question upon Her Majesty's Government.

The very large number of Admiralty suits, in which the shipowners, merchants, and underwriters of Liverpool are concerned, would seem to entitle this port to a Vice-Admiralty Court of its own, in which such suits might be determined, without the expense, trouble, and annoyance of going to London.

As we have already pointed out to you, the employment of two distinct sets of legal agents adds materially to the expense of such suits, and a further additional expense is incurring by the conveyance of the suitors, their agents, and their witnesses, to and from a place 200 miles distant.

We have further pointed out that seafaring men, sent away from home in this manner as witnesses, are often dispersed or tampered with, and that, a want of local knowledge in trying cases of collision, or salvage, is injurious sometimes to the due administration of justice.

Relying on your kind efforts to obtain an inquiry in the question,

I am, &c.
(signed) *William Henry Jones*, Chairman,
Liverpool Underwriters' Association.

S. R. Graves, Esq., M. P.

— No. 21. —

(1857.)

MEMORIAL of the Newcastle and Gateshead Chamber of Commerce.

To the Right Honourable Sir *Stafford H. Northcote*, Bart., M P., President of the Board of Trade.

The Memorial of the Newcastle and Gateshead Chamber of Commerce, respectfully showeth:

THAT this Chamber, while generally approving of the Admiralty Jurisdiction Bill now before Parliament, would respectfully suggest certain additions, to wit: That in clause 5, in the 28th line, the words "the buying, selling," should be inserted after the word "respecting," so that the sentence should run, "respecting the buying, selling, use or hire of any ship;" and in the same clause, in the 33rd line, after "Average (General or Particular)" the word "Wages" should be added.

That as ready access to legal procedure is a matter of paramount importance in shipping disputes, rendered still more important by the rapid transition of maritime conveyance from sail to steam, your memorialists venture to hope that should it be found in practice that the enactment to be made under the present Bill should not afford means of obtaining immediate redress at all times, a remedy will be found under clause 23, providing for the appointment of special county courts for Admiralty jurisdiction.

Signed on behalf of the Newcastle and Gateshead Chamber of Commerce,

Newcastle-upon-Tyne,
2 March 1867.

James Hall, Chairman.

— No. 22. —

(2113.)

Liverpool Underwriters' Association to Mr. *S. R. Graves*, M.P.*

Admiralty Jurisdiction Bill.

Sir, Underwriters' Rooms, Liverpool, 8 March 1867.

THE consideration of the clauses of this Bill was referred to a special committee who have this day met, and directed me to inform you, that while they do not entirely concur with the provisions of the Bill, for the reasons hereafter given, they are satisfied there is much in it which commends it to their support.

When the committee met you, 15th November 1866, they were under the impression that it was proposed to appoint two or three puisne judges, who should hold district courts, and the suggestions then made were based on this view of the subject. By the present Bill it is proposed to give jurisdiction to the county courts. In some instances these may be competent for the duties, but in a port like this, where the county court has already a very large amount of business, and looking to the great number of cases which, under this Bill, would be dealt with here, the committee think it more desirable that the Court of Passage should dispose of such matters as are contemplated in clause 5, provided that the Court of Passage be made a permanent court. So far as Liverpool is concerned, it perhaps offers, under its existing courts, more facilities than is the case in towns situated in other counties. Failing the appointment of puisne judges regularly going circuit, and with appeal to the High Court, the Court of Passage would, it is thought, be more generally preferred. In expressing this opinion the Committee have in view the desirability of obtaining a consistent course of decisions which they conceive can only be obtained under the presidency of a judge from the High Court, or by the Court of Passage regularly sitting here, and with power of appeal therefrom.

This object may be contemplated under clause 23, which is understood by the committee to provide for special appointments for the special duties named in clause 5, and to show that maritime jurisdiction is not to be given indiscriminately to all county court judges. The committee assume that this Bill, though merely conferring powers, will be acted upon if sanctioned by Parliament, and have commented upon it accordingly.

As regards details, I am to add the following:—

Clause 5.—The committee would like bottomry actually specified; at present it is merely implied.

Clause 8. The insertion after the word "instituted" of "the sum itself not being vexatious or unreasonable."

Clause 15.—This clause, while it leaves in the option of the county court judge the transfer to the High Court, does not give the same power to the suitors unless by appeal. Probably the judge of the court would so rarely be objected to during the course of the trial that no question need be raised on this clause.

Clause 16.—Sometimes, ~~in order to prevent~~ settlement in a local court, the plaintiff may prefer a claim above 500 *l.* without reasonable pretext, and the wrong done by this may exist not only in respect of the amount claimed, but the motives which induce the plaintiff to go to the higher court. If the whole scope of the Bill is compulsory, then a man claiming up to 500 *l.* would have to go to the county court, but if permissive, then when only claiming 300 *l.* he may elect his court, and the defendant would have to concur, subject, however, to a penalty on the plaintiff if the judge considered him not justified in his course of action.

Clause 26. Average Agreements.—This clause apparently gives power to open the agreement, but not necessarily to open the adjustment of charges by the

* Forwarded to the Board of Trade by Mr. Graves.

the referee; most average agreements, you are aware, specify as between the shipowner and the merchant that a named adjuster shall be the referee. Underwriters are not parties to the average bond as usually drawn.

This committee are anxious to see some reasonable and uniform average bond in use, and it might be desirable that the Admiralty Courts should direct that cargo be delivered on payment into court of such deposit to meet charges as the court may direct, after consulting the referee named.

The committee have in this letter contemplated putting you in possession of their general views on the Bill, and will be glad to receive from you any remarks which you may consider that the subject requires.

I remain, &c.
(signed) *W. W. Rundell*,
Secretary.

S. R. Graves, Esq., M.P.,
London.

— No. 23. —

(2114.)

MEMORIAL of the Hull Chamber of Commerce.

Chamber of Commerce and Shipping, Hull,
12 March 1867.

To the Right Honourable the President of the Board of Trade.

The Memorial of the Chamber of Commerce and Shipping at Hull,

Showeth,

THAT a Bill now before the House of Commons intituled "A Bill for Extending and Regulating the Jurisdiction of the High Court of Admiralty, and for conferring Admiralty Jurisdiction on the County Courts," has been taken into consideration by this Chamber, and that the provisions thereof have the entire approbation of the directors.

Your memorialists therefore pray your Honourable Board to use every means to forward said Bill through Parliament.

Signed, on behalf of the Directors,
Stephen West, President.

— No. 24. —

(2489.)

MEMORIAL of the Liverpool Shipowners' Association.

To the Right Honourable the Lords Commissioners of Her Majesty's Privy Council of Trade.

The Memorial of the Liverpool Shipowners' Association,

Respectfully showeth,

THAT your memorialists observe with much satisfaction that a Bill has been introduced into Parliament for extending and regulating the jurisdiction of the High Court of Admiralty, and for conferring Admiralty jurisdiction on the county courts.

That your memorialists being extensively interested in shipping frequenting the port of Liverpool, have given their anxious attention to the proposals embodied in the said Bill, and approve thereof, subject to the following suggestions, which

which your memorialists beg leave most respectfully to bring under the attention of Her Majesty's Government for their consideration.

1. That the jurisdiction proposed to be given to the county courts in certain cases mentioned in section 9 of the said Act should not be limited but extend to all disputes, irrespective of the amount or value of the matter in dispute.

2. That a new Admiralty Judge, of high standing and attainments, should be attached to the Admiralty department of the county court, for the purpose of trying Admiralty causes; such Judges to sit permanently at the large seaports, or make stated circuits from port to port, according to the respective requirements of the courts.

3. That one of the new Judges to be appointed under the Act "to provide for the execution of the office of Judge in the Admiralty, Divorce, and Probate Courts," brought into the House of Lords by the Lord Chancellor, should be deputed to sit as such local Admiralty Judge, or that a new Judge of like standing be appointed for the purpose.

All which your memorialists most respectfully submit, &c.

M. Jacob, Chairman.

— No. 25. —

(2651.)

General Shipowners' Society to the Secretary, Board of Trade.

General Shipowners' Society,
12, St. Michael's Alley, Cornhill, London,
27 March 1867.

Sir,

The attention of the Committee of the General Shipowners' Society having been directed to the consideration of a Bill brought into Parliament "for Extending and Regulating the Jurisdiction of the High Court of Admiralty, and for conferring Admiralty Jurisdiction on the County Courts," I am directed to state that, in the opinion of this committee, the provisions of the Bill appear calculated to prove highly advantageous to the shipping interest. At the same time, however, while expressing this general approval of the measure, they desire me respectfully to suggest the insertion of a clause, or an alteration of an existing clause, for the purpose of preventing the interests of parties being affected through means of local influence, as it may frequently occur that a shipowner having his case removed from London to some county court situated in a place to which the vessel of the adverse party belongs, and from which place the assessors are to be chosen, may be placed in a very disadvantageous position in consequence of such influence.

Other points were noted, viz. the great inconvenience and expense to which parties at a distance may be subjected, but it was considered advisable to leave these points and other matters connected with the measure in your hands, with a request that to the Bill and its several provisions you will give your practical attention.

I have, &c.
(signed) *Wm. Bonar*, Secretary.

T. H. Farrer, Esq.,
Board of Trade, &c. &c.

— No. 26. —

PETITION of Liverpool Law Society to House of Commons.

To the Honourable the Commons of the United Kingdom of Great Britain and Ireland in Parliament assembled.

The Humble Petition of the Liverpool Law Society,

Showeth,

THAT your Petitioners are a body of nearly 200 attorneys and solicitors in actual practice in Liverpool.

Your Petitioners have given their careful consideration to a Bill now before your Honourable House, intituled "A Bill for Extending and Regulating the Jurisdiction of the High Court of Admiralty, and for conferring Admiralty Jurisdiction on the County Courts."

Your Petitioners approve generally of those provisions of the Bill by which it is proposed to extend the jurisdiction of the Court of Admiralty to all matters connected with, and all questions arising in, respect of ships, or the goods carried in them.

Your Petitioners are, however, strongly of opinion that jurisdiction in Admiralty matters should not be conferred upon the Liverpool County Court, inasmuch as the judges and officers of that Court have already sufficient employment for the whole of their time, and your Petitioners consider that the matters to be dealt with by a Court of Admiralty are so important, and so often involve intricate questions of law and fact as to require the consideration of a Court where the attendance of a competent Bar can always be relied upon.

Your Petitioners would also draw the attention of your Honourable House to the fact that as Admiralty causes would, as a rule, be of much more importance than the usual run of cases brought before a County Court, counsel would generally be employed in them, and that such causes would practically take precedence of the less important business, and thus those suitors for whose especial benefit the Court was constituted would, with great reason, consider that their interests were ignored, and that they were subjected to great injustice.

Your Petitioners therefore humbly pray that your Honourable House will be pleased to pass so much of the said Bill as is intended to give an increased jurisdiction to the Court of Admiralty with such amendments as may be deemed advisable, and that so much of the said Bill as would confer Admiralty jurisdiction upon the Liverpool County Court, may not become law.

(signed) *W. G. Bateson*, President.

— No. 27. —

(M. 3552.)

MEMORIAL of Stettin Chamber of Commerce.

WE the undersigned being merchants and shipowners of the Port of Stettin, in Prussia, having been informed that Her Majesty's Government have it in contemplation to alter and amend the existing regulations with respect to wrecks, salvage, and salvors, and to make better provision for the settlement of salvage claims, and for the management of matters relating to vessels in distress on the coasts of the United Kingdom, do hasten to express to Her Majesty's Government our grateful sense of the inestimable benefit which will be conferred upon the maritime interests of the whole world by the proposed legislative reforms, if carried out in a practical and effectual manner.

We may be pardoned for observing that the frauds practised upon our captains in many parts of the coast of the United Kingdom, the extortionate demands

of

of salvors and their advisers, the unscrupulous manœuvres of shipping agents, the continual inducements to dishonesty held out to inexperienced shipmasters, and, lastly, the enormous outlay attendant upon legal proceedings, aggravate, to a most serious extent, the consequences of misfortunes unavoidably attendant upon maritime industry, and, having ourselves suffered severely from the evils above described, we cannot but rejoice that Her Majesty's Government have appreciated the necessity of carrying out a thorough reform, which we have no doubt will be attended with credit to the country, and advantage to the community at large.

(signed) *Rahm*, President
Webster, Vice-President
De la Barre, Member
} of the Chamber of Commerce of this City.

Louis Ping,
per pro. *Griedinh Pott*.
R. Keil,
Keil & Haasmann,
And 102 others.

Stettin, March 1867.

MERCHANT SHIPPING TRIBUNALS.

COPIES of MEMORIALS or REPRESENTATIONS received by the Board of Trade on the subject of establishing LOCAL TRIBUNALS for the Settlement of Questions relating to MERCHANT SHIPPING.

(*Mr. Graves.*)

Ordered, by The House of Commons, *to be Printed*,
30 *April* 1867.

Under 8 *oz.*

MERCHANT SHIPPING TRIBUNALS.

SUPPLEMENTARY RETURN.

RETURN to an Order of the Honourable The House of Commons, dated 3 April 1867;—*for,*

COPY "of any MEMORIALS or REPRESENTATIONS received by the Board of Trade on the subject of establishing LOCAL TRIBUNALS for the Settlement of Questions relating to MERCHANT SHIPPING."

Board of Trade, 11 July 1867.

T. H. FARRER.

(*Mr. Graves.*)

Ordered, by The House of Commons. *to be Printed,* 30 *April* 1867.

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COPY of MEMORIALS or REPRESENTATIONS received by the Board of Trade on the subject of Establishing LOCAL TRIBUNALS for the Settlement of Questions relating to MERCHANT SHIPPING.

— No. 1. —

(M. 1021.)

MEMORIAL of the Committee of Marine Underwriters, Paris, Marseilles, Bordeaux, Havre, and Dunkirk.

WE certify that it is of public notoriety in France, among those who are acquainted with matters of Navigation, that on the English coasts the trade of salvage, or to speak more exactly, of simple assistance rendered to ships in peril, by boatmen, fishermen, pilots, and steam-vessels, is exercised under very oppressive conditions, which appear to us but little worthy of a civilised nation, and for which we can scarcely find a parallel, unless among the wreckers of the Bahamas. Things, within these few years, are even in a more promising condition in the Bahamas than on the English coasts.

A work published in Paris in 1863, by M. A. de Courcy, one of our countrymen, under the title, "D'une Reforme Internationale du Droit Maritime," expresses itself on this point in the following terms, page 204 :—

"At some distance from our shores, on the English coasts, it is just the reverse. The smallest service rendered to a ship in peril furnishes occasion for exorbitant demands, and degenerates into extortion. The pilot claims to have become a salvor when he has merely done something in the ordinary course of his occupation. Our captains, also, dread the unwelcome assistants, who thrust themselves upon them, as much as they do the rocks; and the trade of salvage comes to border on piracy."

We certify, as of our own knowledge, that there is nothing exaggerated in this statement.

The dilatory forms and the enormous expense of English legal proceedings, during which vessels remain under arrest, are a further evil.

Persons interested often resign themselves to submit to violence rather than defend themselves. Thus, assistance in time of danger, which, among navigators, seems a duty of humanity, borders upon spoliation and pillage of property.

We complain of these abuses, less in our own interest as underwriters, because we are always free to proportion our premiums to the risks incurred, than in the interest of navigation itself, of morality, and of civilisation. It is certain that salvage, such as we see it practised on the English coasts, is a remnant of barbarism. It is certain that it is the small vessels engaged in the coasting trade between France and England which are the principal victims of it. These small vessels are very often uninsured; and we refuse to insure them, precisely because we dread too much the English salvors. The poor sailors who man these vessels, and who have no other means of subsistence, after having been to England, to carry for its alimentation our corn and fruits, return robbed and ruined, under the pretence that, at a dangerous moment, they have had the assistance of an English salvor.

These violent proceedings, in that which concerns property, contrast singularly with those which concern the persons of shipwrecked mariners. We know that there exist in England admirable institutions of life-boats and other measures for the protection of the lives of persons shipwrecked. The Société Centrale de Sauvetage, recently founded in France under the presidency of the Admiral Rigault de Genouilly, has only been formed in imitation of an English association having the same object. But if the life of shipwrecked people is effectually protected in England by this generous association, property remains almost without protection, and is given up to all the excesses of cupidity.

In France, we say it with legitimate satisfaction, things are managed in another manner. Our pilots are contented with their fixed scale of charges. There is no law of one-third salvage, except when a ship, abandoned by her crew, has been salved. When it is only a question of simple assistance it is often given gratuitously and from humanity. Moreover, our Tribunaux de Commerces, giving judgment at very trifling expense, award moderate remuneration, which leaves intact the total benefit to be derived from the assistance received.

We must also signalise for its liberal spirit the German legislation, which distinguishes clearly the right of salvage from the equitable remuneration which assistance opportunely rendered may deserve. (*See* the 742nd and following articles of the German Code of Commerce.)

We, then, applaud the efforts which are being made in England to bring about so desirable a reform, and we ardently wish them success. An interchange of good offices, and effective assistance between the seamen of the two neighbouring nations, is the necessary complement of the treaty of commerce; and we know of no other question more worthy of the enlightened solicitude of the British Government.

Paris, 22 December 1866.

Signed on behalf of various insurance companies, merchants, shipowners, masters, sailors, and underwriters, at Paris and the ports of Marseilles, Bordeaux, Havre, and Dunkirk.

— No. 2. —

EXTRACT of a LETTER from Mr. *Egerton* to the Board of Trade; dated, Foreign Office, 1 February 1867.

"I AM at the same time to request that you will direct the attention of the Lords of Trade to the memorandum on points connected with salvage, which has been placed in Mr. Cave's hands by the French Minister of Marine."

— No. 3. —

EXTRACT of DESPATCH from the Fishery Commissioners; dated, Paris, 31 January 1867.

"WE have had an interview with the new Minister of Marine, Admiral Rigault de Grenouilly, who handed me the paper which I forward respecting the question of salvage, on which there seems to be a strong feeling among the shipowners and insurance companies in France. He expressed a wish that it might be brought under the notice of the Board of Trade."

— No. 4. —

(M. 1173.)

Foreign Office to Board of Trade.

Sir, Foreign Office, 8 February 1867.

I AM directed by Lord Stanley to state to you that since the date of my letter of the 1st instant, in which the attention of the Lords of Trade was called to a memorandum regarding salvage, which was communicated by the French Minister of Marine to Mr. Cave, Lord Stanley has received from the French Ambassador at this Court the note of which copy is enclosed; and I am to request that in laying this paper before the Board you will state that Lord Stanley would be glad to be enabled, at an early period, to reply to Prince de la Tour d'Auvergne, both as to the general question, and as to the special case of the vessel "Alexandre."

I am, &c.

The Secretary to the Board of Trade. (signed) *E. C. Egerton.*

Enclosure 1, in No. 4.

M. le Ministre, Londres, 6 Février 1867.

Il résulte d'une communication récemment adressée à M. le Ministre des Affaires Etrangères par la Compagnie Générale d'Assurances Maritimes de Paris, que des démarches seraient faites actuellement en Angleterre même par une société Anglaise dans le but d'obtenir la réforme d'abus qui se commettraient en matière de sauvetage, sur les côtes du Royaume Uni, et qui prendraient par fois un caractère véritablement régrettable. A l'appui de ces démarches une pétition, dont son Excellence M. le Marquis de Moustier veut bien m'envoyer un exemplaire, circule dans les principaux ports de France, où elle se couvre des signatures de nos capitaines et de nos armateurs.

A plusieurs reprises déjà l'Ambassade s'est vue chargée de réclamer auprès du Gouvernement de la Reine contre les exigences des sauveteurs Anglais, exigences qui donnent lieu trop souvent, nous le constatons avec regret, à de nouvelles réclamations. Tout récemment encore M. le Consul Général de France à Londres a informé M. le Ministre de la Marine d'une décision de la Cour d'Amirauté, ordonnant la saisie du navire "l'Alexandre" de Marseille, sur la demande de pêcheurs Anglais qui ont aidé à le faire entrer dans le port de Ramsgate. Ces pêcheurs réclameraient une indemnité de 260 *l.* contrairement à un contrat qu'ils auraient signé, et aux termes duquel ils ne devaient recevoir que le prix d'un pilotage ordinaire.

M. le Marquis de Moustier me charge d'exprimer à votre Excellence le prix qu'il attacherait à être renseigné sur l'existence et la nature des démarches signalés par le Comité des Assurances Maritimes de Paris, et le plaisir avec lequel le Gouvernement de l'Empereur apprendrait que le Cabinet de Londres, s'occupe sérieusement à rechercher les moyens de modifier un état de choses préjudiciable au maintien des bonnes rélations entre les populations maritimes des deux pays.

En ce qui concerne spécialement "l'Alexandre," je prends la liberté, M. le Ministre, d'appeler officieusement votre attention sur les faits signalés dans la lettre que notre Consul Général à Londres a écrite le 5 Janvier dernier à M. le Ministre de la Marine, et dont j'ai eu l'honneur de vous envoyer ci-joint copie. Je serais très reconnaissant à votre Excellence de ce qu'elle croirait pouvoir faire dans l'intérêt des propriétaires du bâtiment saisi par ordre de l'Amirauté.

Veuillez, &c.

Lord Stanley, (signé) *P. de la Tour Auvergne.*
&c. &c.

Enclosure 2, in No. 4.

M. le Ministre, Londres, le 5 Janvier 1867.

J'ai l'honneur d'informer votre Excellence que "l'Alexandre," Capitaine Fraval, de Marseille, avec un chargement de blé pour Dunkerque, a été forcé de relâcher à Ramsgate le 5 Decembre dernier, par suite de la perte de ses deux ancres et de la fatigue qu'il avait éprouvée dans un coup de vent.

Ce navire faisant un peu d'eau le Capitaine Fraval accepta les services de quelques pêcheurs de Ramsgate pour entrer son navire dans ce port au prix d'un pilotage ordinaire.

Une convention dans ce sens fût même signée par les pêcheurs et le capitaine, qui eut la faiblesse de leur laisser ce document entre les mains.

Le Capitaine Fraval ne s'attendait par conséquent qu'à payer un pilotage ordinaire, lorsque les pêcheurs lui ont réclamé la somme énorme de 700 *l.*, qu'ils ont d'abord réduite à 350 *l.* et ensuite à 260 *l.*

M. Hammond a proposé à ces marins de soumettre la question à la décision des Commissaires du Port, mais ils n'ont pas voulu accepter cette proposition, et ont fait saisir "l'Alexandre" par ordre de la Cour d'Amirauté.

Le Capitaine Fraval attend maintenant la décision de son armateur et des assureurs de son navire pour savoir s'il doit se defendre devant la Cour d'Amirauté, ou s'il doit payer ce qu'on lui demande.

J'aurai soin, M. le Ministre, de tenir votre Excellence au courant de cette malheureuse affaire.

Veuillez, &c.
(signé) *Fleury.*

M. le Marquis de Chasseloup-Loubat.

— No. 5. —

(M. 1173.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall,
Sir, 22 February 1867.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the *8th instant, transmitting, by desire of the Secretary of State for Foreign Affairs

* See *ante*, No. 2.

Affairs, a copy of a note and enclosure received from the French Ambassador at this Court with reference to the seizure by the High Court of Admiralty of the French vessel the "Alexandre," and stating that Lord Stanley would be glad to receive an early reply, both as regards the case of the "Alexandre" and as regards the French complaint of salvage in England, referred to in a previous correspondence.

As regards the "Alexandre," I am to request that you will state to Lord Stanley that the note of the Prince de la Tour d'Auvernge has been referred for the reports of the Registrar of the High Court of Admiralty and of the Receiver of Wreck at Ramsgate, and that the substance of those reports, when received, will be communicated to his Lordship.

I am also to state, for the information of Lord Stanley, that the general question of salvage is at present under the consideration of the Board of Trade, with a view to the improvement of administration and of jurisdiction.

In replying to your letter, the Board of Trade desire me to take the opportunity of forwarding the accompanying copy of a statement drawn up by the "Comité des Assurances Maritimes de Paris" upon the subject, and forwarded to this Board by Lloyd's Salvage Association, and to state that this document is also receiving attentive consideration.

ee *ante*, No. 1.

I have &c.

The Under Secretary of State,
Foreign Office.

(signed) *Thomas Gray.*

— No. 6. —

(M. 1173.)

Board of Trade to Ramsgate Receiver of Wreck.

The Receiver of Wreck, Ramsgate, is requested to report to the Board of Trade upon the accompanying note and enclosure which has been addressed to the Secretary of State for Foreign Affairs by the French Ambassador at this Court with reference to the seizure of the French vessel the "Alexandre."

ee *ante*, Enclo-
ures 1 and 2 in
No. 2.

(signed) *Thomas Gray*,
23 February 1867. Assistant Secretary, Marine Department.

— No. 7. —

Ramsgate Receiver of Wreck to Board of Trade.

Custom-house, Ramsgate,
26 February 1867.

Sir,

In compliance with your Minute of the 23rd instant, enclosed, I beg leave to report that the French vessel "Alexandre," Fraval, master, wheat-laden, entered this harbour on the 4th of December last, at 7.15 p.m., having been brought round from Dungeness Roads (where she lost both anchors and chains) by C. White, master, and B. Goodson, a seaman, both of the fishing smack "Owner's Pride" of this port.

The following morning I requested the master of the "Alexandre" to attend at the Custom-house and make his deposition, but he failed to do so; and upon the evening of the same day (the 5th) I was called upon by the master and seamen of the smack, who informed me that the "Alexandre" had shipped new anchors and chains, and, with a Dunkirk pilot on board (which she had obtained from a French pilot-boat then in harbour), was ready for sea, and intended to sail the next tide; and as their claim for services rendered to the vessel was neither paid nor arranged, they requested me as Receiver to detain the "Alexandre" until such was the case.

I thereupon furnished them with Wreck Form 13, which they placed in my hands the following day duly filled up, and signed before a magistrate, when I accordingly detained the vessel, advising the French Consul by letter (copy enclosed) that I had done so.

The master of the "Alexandre" had not, up to this time, appeared to make his

his deposition, although frequently requested to do so; and I therefore, upon the 7th, summoned him, under my wreck instructions, when he shortly after attended and made his deposition, a copy of which I enclose, observing, in reference thereto, that before the master signed it he requested to have it translated into French by his Consul; to which I at once acceded, and accompanied him to the Consul's office, where it was translated to him, and he signed it in that officer's and my presence.

On the 11th of December my detention of the "Alexandre" was superseded by a warrant from the Admiralty Court, arresting her at the suit of the salvors, from which she was finally released on the 20th following, the case in the meantime having been settled here by arbitrators mutually chosen by both parties, who awarded the salvors a sum of 200 *l.* for their services.

I beg further to state that, on the arrival of the "Alexandre," Mr. Bartlett, owner of the smack, was at sea, and upon his return in some days after, he showed me the original agreement drawn up and signed by the French master and one of the fishermen (see former's deposition); and on my asking the reason why more than pilotage was now claimed, and this agreement set aside, he replied that before the fisherman (who was entirely ignorant of French) signed the document, he told the French captain that he would only sign for a settlement on shore at Ramsgate. And here I beg to add, that this original agreement, together with a copy of deposition made before me, were put in before the arbitrators by the salvors when the case was under consideration.

I am also aware that, before the matter was submitted for arbitration, Mr. Hammond made three distinct offers to the salvors, viz., a sum of 40 *l.*, 100 *l.*, and 150 *l.*, all of which were refused, as was also an offer to submit the case for the decision of the local Cinque Port Commissioners, the owner of the smack assigning to me as his reason for the latter that he had no confidence in the decisions of the Commissioners, as in a salvage case he had before them some years ago, he appealed against their award, when it was set aside by the judge of the Admiralty Court, who in giving judgment commented in most strong and severe terms upon the loose and improper mode of procedure adopted by them in salvage cases.

In conclusion, I beg leave to state that the night upon which the "Alexandre" was brought into the harbour was what seamen term a very "dirty" one, being dark, stormy, and wet; and when, soon after the vessel's arrival, the circumstances were reported to me, I was of opinion that the services rendered by the fishermen were certainly more than those of ordinary pilotage, seeing that this vessel—a foreign one, with a valuable cargo—was without anchor and chains, and on a dark and stormy night brought safely into port—a port, too, which experienced licensed pilots seldom like to take at night—a view which the arbitrators of the case seem to have endorsed when they awarded 200 *l.* for the services of the fishermen.

I am, &c.
(signed) *John S. Heatly.*

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure 1, in No. 7.

Gentlemen, Custom-house, Ramsgate, 6 December 1866.

I beg to inform you that the necessary authority to detain the French vessel "Alexandre" has been placed in my hands, by E. White and B. Goodson, claimants for salvage upon the said vessel, and I have consequently placed a shipkeeper in charge.

In conformity with my instructions as Receiver of Wreck, I will be happy to assist in any way in my power to settle the claim amicably.

(signed) *John S. Heatly*, Receiver.

Messrs. Geo. Hammond & Co.,
Ship Agents, Ramsgate.

Enclosure 2, in No. 7.

EXAMINATION on oath instituted by the Receiver of Wreck, at the Port of Ramsgate, in pursuance of the 448th section of "The Merchant Shipping Act, 1854," 17th & 18th Vict. cap. 104.

1. Jean Marie François Fraval, being duly sworn, deposes as follows: namely—

2. That he is master of the ship "Alexandre," of the port of Benie, of the register tonnage of 227 tons.

3. That the said ship is owned by Ruellan and Blaize, residing at Pordie, in France.

4. That the said ship is rigged as a bark, that she was built of wood, at Legue, in the year 1846, and that she is not classed in Lloyd's List as years.

5. That the crew consists of 14 hands, including deponent; that the deponent's certificate is a certificate of , and is numbered

6. That said ship had on board a cargo of wheat, about 2,000 quarters, shipped by J. B. Billiand, of Marseilles, and consigned to order at Dunkirk.

7. That said ship had on board, in addition to the cargo aforesaid, no passengers.

8. That said ship proceeded from Marseilles on her intended voyage as named below, on the 6th day of November last past, at 6 a.m.; the tide at the time being high water, the weather fine, and the wind blowing a moderate breeze from the S.W.

9. That at the time of sailing as above, the said ship was in good condition, and the cargo in good condition.

10. That the said ship was bound for Dunkirk, in France.

11. That the said ship proceeded on her said intended voyage as above stated, nothing material taking place until the 4th of December instant.

12. That on Tuesday, the 4th day of December, at 9.30 a.m., the tide at the time being near high water, the weather stormy, and the wind in the W.S.W., blowing a strong breeze, the said ship was proceeding up Channel, and when off Rye, made signals for a pilot, and shortly after saw a fishing smack bear down on him, and speaking the master, agreed with him to take deponent into Dungeness Roads, for the sum of 3 *l.* Followed the smack, and arrived in Dungeness at about 11 a.m., when the master of smack coming on board deponent's vessel, prepared to bring up, and then let go both anchors. At about noon, the sea at the time running very heavy, both chains parted, placed buoys over the anchors, and at once got underweigh. Agreeing with the master of the smack to take him into Ramsgate for the regular pilotage, which agreement was made in writing, and signed by deponent and one of the fishermen, who retained the paper.

14. That both anchors and chains were good, and fully sufficient for the vessel.

15. That the loss on the said ship and cargo is not known, and that the sums in which the said ship and cargo were insured are not known.

16. That in consequence of the casualty to the said ship, no lives were lost. Deponent considers his loss to have arisen from stress of weather only.

17. That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

(signed) *Jn. Fraval,* Deponent.

Sworn at Ramsgate, this 7th day of December 1866, before me,

John S. Heatly, Receiver of Wreck.

— No. 8. —

(M. 1173.)

Board of Trade to *H. C. Rothery,* Esq.

Board of Trade, Whitehall,
22 February 1867.

Sir,

I AM directed by the Board of Trade to transmit to you the accompanying copies of a note, and Enclosure, which have been addressed by the French Ambassador at this Court to the Secretary of State for Foreign Affairs with reference to the seizure of the French vessel "Alexandre," and I am to state that the Board of Trade would be glad to be favoured with your report upon the circumstances of the case in question.

See *ante* Enclosure 1 and 2 in No. 2.

I am, &c.

H. C. Rothery, Esq., Registrar, (signed) *Thomas Gray.*
High Court of Admiralty, Doctors' Commons.

— No. 9. —

(M. 1781.)

H. C. Rothery, Esq., to the Board of Trade.

Admiralty Registry, Doctors' Commons,
28 February 1867.

Sir,

I HAVE to acknowledge the receipt of your letter of the *22nd instant (M. 1173) forwarding copies of a note, and of its enclosure, addressed by the French Ambassador at this Court to Her Majesty's Secretary of State for Foreign Affairs relative to the seizure, under a warrant from the High Court of Admiralty of England, of a French vessel called the "Alexandre," and requesting me, for the information of the Board of Trade, to state the circumstances under which the seizure had taken place.

* See *ante*, No. 6.

So far as the proceedings in the Court go, they afford but little information: all that appears from them is, that on the 10th of December last a suit for salvage was instituted against the "Alexandre," on behalf of the master, owners, and crew of a smack called the "Pride;" and an affidavit having being filed on their behalf stating that the salvors were unable to obtain compensation for their services, and that the aid and process of the Court was required to enforce payment thereof, a warrant was in the usual course issued for the arrest of the ship and cargo. The warrant was executed on the 11th of December, but no further steps were taken to prosecute the suit, and on the 19th of the same month the cause was withdrawn.

This being all the information which the proceedings in the Court afforded me, I applied to Messrs. Lawrie and Keene, the solicitors, by whom the suit had been instituted, to furnish me with all the information in their power, and they have accordingly forwarded to me the enclosed statement.

From this statement, and from the verbal explanations given to me by the solicitors, the facts would seem to be as follow. On some day in December last, which I have since ascertained to have been the 5th, the salvors rendered certain services to the "Alexandre," and at the master's request took her into Ramsgate Harbour. The weather at the time was blowing a strong gale from the S.W., and during the performance of these services the "Alexandre" lost two anchors, and the smack her boat, which was carried away by the sea.

On the arrival of the vessel at Ramsgate, application would seem to have been made by the salvors for some compensation for their services, but Messrs. Hammond, the agents for the "Alexandre," it is said, declined either to settle or to arbitrate the case; and accordingly the salvors had no option but to institute a cause in this court. The cause was instituted in the sum of 700*l.*, not that the salvors claimed the sum of 700*l.* for their services, but that it is necessary, particularly where the defendants are foreigners, to enter the action at an amount sufficient to cover the costs as well as the salvage, in case the owners should be condemned in the costs. On the 15th of the same month, but not until after the arrest of the vessel, Mr. Hammond agreed to refer the case to two arbitrators, one to be appointed by the salvors, the other by the agents for the owners; and on the 18th the arbitrators made their award, giving the salvors 200*l.* as a remuneration for their services, in addition to the value of the boat which they had lost.

It further appears, from the accompanying statement, that the salvors did sign a paper, which they at the time believed to be an agreement to refer the amount of remuneration, which they were to receive, to be settled on shore, but which afterwards turned out to be an undertaking drawn up by the French master to pay the salvors pilotage. But, as the alleged agreement was written in French, and the master could not speak English, nor the salvors French, it could hardly be contended that they were bound by an agreement, which they did not understand, and which, if the facts are correctly stated by them, was of a most inequitable character. It is hardly conceivable that the master could have supposed that the men would have been content with simple pilotage for services which must have lasted for a considerable time, and in the course of which, such was the state of the weather, that the vessel lost her two best anchors, and the smack her boat. Indeed the very fact that the arbitrators concurred in awarding to the salvors a sum of 200*l.* for their services, in addition to the value of the boat which they had lost, is sufficient to show that the service must have been one

of some merit. And when I state that the arbitrator for the owners was no other than Mr. Cuttler, who has for many years been the Receiver of Wreck at Ramsgate, and to whom cases of this description must necessarily be very familiar, the preposterous character of the French master's story must be apparent. I may add that the master of the barque made, as I am informed, a report before the Receiver of Wreck at Ramsgate, in which he admits the state of the weather, the loss of the anchors, &c. I have not seen that report, but their Lordships can readily refer to it, and may obtain any further information as to the case from Mr. Cuttler.

Before concluding this report, it is right that I should refer to the charges which are preferred by the French Ambassador against English salvors in general. I am far from denying that there are occasionally cases, in which extortionate claims are made upon shipowners by boatmen and others; but I venture to think that this is not one of those cases. And I will add that the experience of the Court of Admiralty shows that, however much salvors may occasionally magnify the value and importance of their services, owners and shipmasters, on the other hand, are equally disposed to depreciate them. That the master of the "Alexandre" has done so in the present instance, can admit of no doubt whatever, when he contends that simple pilotage would have been a sufficient remuneration to the salvors for their services; and this, too, he has done after an award of 200 *l.* to them for their services, the award having been made on the 18th of December, and the French Consul's letter of complaint, bearing date the 5th of January following. I will add that no case could better show the value of the power of arrest than the present, for had it not been for that power, these poor salvors would have been deprived of the remuneration to which they were fairly entitled, the master having refused until after his vessel had been arrested by the Court either to settle or to arbitrate their claim.

And here it may be as well to state that this claim to salvage, and the power to enforce payment by the arrest of the vessel, is not an exceptional proceeding peculiar to this country, and enforced only in British Courts, but that it is equally recognised in other civilised countries. Mr. Pritchard, in the 2nd volume of his Admiralty Digest, page 838, notes 377 and 378, states the French law on this point to be as follows:—"The proper course of procedure to secure payment of salvage from a vessel brought into a French port by foreign salvors, is to obtain an order from the President of the Tribunal of Commerce, requiring the Custom House to detain the ship's papers till otherwise ordered, and to follow up that order with an action before the same tribunal for the amount of salvage demanded. This order of the President of the Tribunal of Commerce is usually made subject to the right of the owners of the vessel seized to give security for the demand"—precisely as it is in this country.

Nor indeed is there anything in the amount of the award which need astonish the French authorities, for, if I am rightly informed, salvage to an equal, if not to a larger, amount would, under similar circumstances, have been awarded by the French Courts. Thus, in a case which only recently came before me, it transpired that an English brig, called the "Robin Gray," being in some distress, had received assistance from two French fishing boats, the "Theodore Clary," and the "Marie Ferdinand." The master and crew of the "Robin Gray" were, however, unable, even with the assistance of these two fishing boats, to get their vessel into port, and accordingly the services of a French steam tug, the "Jupiter," were engaged, by whom the vessel was towed into Havre, and where she arrived at half-past 10 p.m. of the 28th of March 1865. Proceedings were thereupon instituted by the salvors against the "Robin Gray," before the Tribunal de Commerce of that place, and on the 18th of July following, that court awarded to the

	Frs.
Steam tug "Jupiter" - - -	3,000
Fishing smack "Theodore Clary" -	5,000
Ditto "Marie Ferdinand" -	7,000
Total - - - *Frs.*	15,000

And this sum, together with the French shipbroker's expenses, and his commission

mission and interest, exceeding in all 17,000 francs, was paid by the English owner before he could obtain the restitution of his property. I do not mean to say that the salvage awarded in this case was excessive, but it shows that English owners are made liable in the French Courts for the claims preferred by French fishing boats, in the same manner as French vessels may be held liable in the English Courts, for the services rendered to them by English boatmen.

I am, &c.
(signed) *H. C. Rothery*, Registrar.

Enclosure in No. 9.

(M. 1781.)

THE "ALEXANDRE."

On the December, about 9 o'clock, p.m., the barque "Alexandre" was brought into Ramsgate by the salvors (the master and mate of the smack "Owner's Pride," of Ramsgate). Mr. Hammond, the agent for the owners, having declined to settle or arbitrate, the barque was arrested by Admiralty Warrant on the 11th December. On the 15th December the agent agreed to arbitrate, and on the 18th December the case was heard by two arbitrators, and an award was at once made, and release issued next day, the 19th December. Mr. Cuttler (for many years Receiver of Wreck at Ramsgate) acted as arbitrator for the owners, and Mr. Hammond, the agent, conducted their case.

The facts were briefly as follows:—

Early on the morning of the said December, the barque hailed the smack, and her master employed the salvors to pilot him to Dungeness, which they did, and the pilotage services ended. There was a strong gale blowing from S.W., and directly the captain of the barque had let go his anchors, the chain parted, and he then asked the salvors what he should do, and they said that they could take him to Ramsgate, if he liked. He employed them to take her there, and they got under weigh. Some little time afterwards, the captain of the barque wanted the men to make an agreement. They said they must leave their remuneration to be settled on shore. The captain wrote out something in French; the salvors, thinking it merely stated what they had said to the captain, signed the paper. It turned out to be an undertaking by the French captain to pay the salvors pilotage; it contained no engagement on the part of the salvors.

The captain could not speak any English, nor the salvors any French. It was clear the agreement was not understood by the salvors, and the arbitrators therefore held the services to be in the nature of salvage. Considering the state of the weather (the salvors' boat was carried away by the sea), the number of vessels in the Downs which had to be cleared, the fact that the barque had lost both her anchors which were of any material use, and the skill required to take such a vessel into Ramsgate harbour, notwithstanding the local current, &c., and also the value of the vessel and cargo (agreed at 5,000 *l.*), the arbitrators awarded 200 *l.*, together with the value of the salvors' boat, which was lost, and other expenses, and the Admiralty Court costs, altogether a very moderate award. The captain of the barque made a report before the Receiver at Ramsgate, which admits the state of the weather and loss of good anchors, &c.

— No. 10. —

(M. 1781.)

Board of Trade to *H. C. Rothery*, Esq.

Board of Trade, Whitehall,
11 March 1867.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of, and to thank you for your report of the * 28th ultimo, upon the case of the seizure, under a warrant of the High Court of Admiralty, of the French vessel "Alexandre," and I am to state that a copy of it has been forwarded for the consideration of the Secretary of State for Foreign Affairs.

* See *ante*, No. 7.

I am, &c.
(signed) *Thomas Gray.*

H. C. Rothery, Esq., Registrar,
High Court of Admiralty,
Doctors' Commons.

— No. 11. —

(M. 1781.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall,
11 March 1867.

Sir,

* See *ante*, No. 3.

See *ante*, No. 7.

See *ante*, No. 5.

With reference to my letter of the * 22nd ultimo, I am now directed by the Board of Trade to transmit to you the accompanying copies of the reports of Mr. H. C. Rothery, the Registrar of the High Court of Admiralty, and of the Receiver of Wreck at Ramsgate, upon the case of the French vessel "Alexandre." To the latter of these reports is annexed a deposition, made before the Receiver of Wreck by Mons. J. M. F. Fraval, the master of the "Alexandre."

In laying these papers before Lord Stanley, I am to request that you will point out to his Lordship that the case of the "Alexandre," as stated in the above-mentioned documents, appears to assume a very different aspect from that presented by the statements of the French Ambassador, presumably made upon the representations of the master. This want of coincidence is particularly noticeable in those portions of the reports which relate to the so-called agreement between the salvors and M. Fraval.

I am also to suggest that Lord Stanley's attention may be especially directed to the account of the mode of procedure in cases of salvage claims in France, as stated in the concluding portion of Mr. Rothery's report, and to the case of the "Robin Gray," which is instanced in support of those statements. It has been repeatedly asserted that no claims for salvage are recognised by French courts, beyond mere payments for work and labour in case of derelicts. The remarks of Mr. Rothery, and the case he quotes, go far to show that, as regards the recovery of claims for salvage, the French law is identical with that of this country, and that salvage is awarded in France much on the same principles, and by the same process as in the courts of this country. Mr. Rothery's remarks seem to this Board to be important and highly deserving of attention at the present time, as bearing upon the complaints that have recently been made respecting salvage awarded in English courts.

I have, &c.
(signed) *Thomas Gray.*

The Under Secretary of State,
Foreign Office.

— No. 12. —

(M. 4340.)

Foreign Office to Board of Trade.

Foreign Office, 29 May 1867.

Sir,

* See *ante*, No. 3.

With reference to your letter of the 22nd * of February last, and to former correspondence, I am directed by Lord Stanley to transmit to you, herewith, a copy of a note from the French Ambassador at this court, enclosing a copy of a letter from the Chamber of Commerce at Bordeaux, containing a complaint regarding the levy of salvage dues on the coasts of the United Kingdom; and I am to request that, in laying these papers before the Lords of Trade, you will move them to inform Lord Stanley what reply should be returned to Prince de la Tour d'Auvergne on this subject.

27 May 1867.

I am, &c.
(signed) *James Murray.*

The Secretary to the
Board of Trade.

Enclosure 1, in No. 12.

M. le Ministre, Londres, 27 Mai, 1867.

J'ai eu l'honneur, le 6 Fevrier dernier, d'appeler l'attention de V. E. sur les réclamations dont les procédés de Sauvetage usités en Angleterre étaient l'objet, de la part du commerce Français; la Chambre de Commerce de Bordeaux vient d'adresser à ce sujet à M. le Ministre du Commerce une lettre dont je prends la liberté de transmettre officieusement copie à V. E. comme pièce à consulter.

Veuillez agréer, &c.

S. E. Lord Stanley. (signé) *Prince de la Tour d'Auvergne.*

Enclosure 2, in No. 12.

Les Membres composant la Chambre de Commerce de *Bordeaux* à S. E. M. le Ministre de l'Agriculture, du Commerce, et des Travaux Publics.

M. le Ministre, Bordeaux, 12 Avril 1867.

Nous demandons à V. E. la permission de signaler à sa sollicitude un fait qui a une importance réelle.

Nous voulons parler des exactions commises aux dépens des navires marchands sur les côtes d'Angleterre, par des hommes dont l'industrie consiste à épier les bâtiments qui se trouvent près de quelque écueil, où qui sont menacés d'un mauvais temps; on leur prête, de gré ou de force, secours contre des périls qui n'existent pas toujours, et on rançonne les armateurs, la législation Britannique restant sans efficacité contre ces exactions.

Une note du Comité des Assurances Maritimes de Paris a été publiée à cet égard, et la Société Centrale de Sauvetage des Naufrages, de son côté, vient de publier dans un cahier de ses annales (Mars 1867) un travail fort intéressant sur cette question.

Des faits authentiques sont énoncés; ils fournissent les preuves d'executions écrasantes, qu'il nous soit permis d'en indiquer rapidement quelques uns.

Le brick le "Charlemagne," de la Hougue, ayant été, à la suite d'un abordage remorqué par des pêcheurs Anglais, ceux-ci réclamèrent une somme de 25,000 francs.

Le navire "Hortense" était assuré pour 30,000 francs, et sa cargaison pour 32,875 francs; il fut rencontré renversé par un steamer Anglais, qui l'emmena en lieu sûr; quatre réclamations se formulèrent pour cet objet; elles s'élevaient à 85,000 francs.

Le propriétaire du steamer demandait 32,500 francs, on parvint à transiger, en lui payant 11,250 francs; les autres réclamants, qui n'avaient absolument rien fait, furent déboutés de leur prétentions, mais les frais du procés furent mis à la charge des assureurs Français, auxquels cette affaire coûta 30,350 francs; la vente du navire et de la cargaison ne produisit guère que 3,000 francs de plus.

Nous pourrions multiplier les exemples de ce genre, mais ceux-ci suffisent, sans doute.

Les capitaines résistent habituellement aux exactions qu'on leur impose, à la violation très-frequente des conventions auxquelles ils ont souscrit et qui sont déjà fort onéreuses; les contestations sont portées devant les tribunaux locaux, lorsque la valeur de la propriété sauvée est audessous de 1,000 livres sterling; si elle dépasse cette somme, l'affaire est portée devant la Cour de l'Amirauté. Il en résulte une procédure toujours chanceuse, constamment longue et entraînant des frais considérables. De plus, pour éviter la saisie de son navire, le capitaine doit déposer une provision; de là des manœuvres qui se pratiquent journellement et presque toujours avec succès, au detriment d'étrangers sans appui, et auxquels il est bien difficile de se défendre.

Les travaux que nous avons déjà signalés entrent à ce sujet dans des détails qu'il serait superflu de reproduire, nous nous bornerons à les recommander à l'attention de V. E., en ajoutant que des faits divers, dont nous possédons une connaissance personnelle, appuient entièrement ceux qui sont rélatés.

Est-il impossible de porter remède à une situation aussi fâcheuse? Nous le pensons, d'autant moins qu'en Angleterre même ces abus criants provoquent des plaintes très-nombreuses et très-vives.

Il y a lieu d'espérer que le Gouvernement Anglais cherchera à opposer une digne efficace à la rapacité des naufrageurs, nom qui caracterise ces industriels avides.

V. E. nous autorisera à lui demander de vouloir bien examiner la question dont nous l'entretenons, et de concert avec M. le Ministre des Affaires Etrangères, elle verra si des démarches tentées auprès du Gouvernement Britannique ne sont pas opportunes, afin de donner une satisfaction bien équitable aux réclamations des capitaines et des armateurs Français, trop souvent rançonnés sans aucun ménagement et victimes des prétensions les plus exagérées.

Nous sommes, &c.

— No. 13. —

(M. 4376.)

Foreign Office to Board of Trade.

Sir, Foreign Office, 31 May 1867.

* See *ante*, No. 10. With reference to my letter of the 29th * instant, enclosing a communication from the French Ambassador respecting the extortions alleged to be practised by British salvors on vessels upon which at times they even force their assistance, I am directed by Lord Stanley to request that you will acquaint the Lords of the Committee of Privy Council for Trade, that in an interview which his Excellency had this day with Lord Stanley, he most earnestly pressed on his attention the strong feeling which existed in France on the subject, and the anxious desire of the Imperial Government for the adoption of some measures by the Government of Her Majesty, with the view of removing or mitigating the grievances of which the maritime interests in France so loudly complain, and the continuance of which, without an attempt effectually to redress them, the French Government apprehend, may very seriously affect the good feeling which it is of the utmost importance should be promoted between the mercantile communities of the two countries.

The Lords of Trade must be well aware of the character of the proceedings against which the French Government remonstrate, both as regards the acts of the salvors themselves in forcing their services on reluctant foreign shipmasters, and their assumption in many instances that mere services of pilotage are those of salvage; and their Lordships must also be aware that the process by which the value of those services, whatever they may be, is litigated and decided, occasionally exposes foreign shipmasters to heavy expense and annoyance.

It is probable that these evils are, to some degree at all events, shared by British shipmasters; and if so, it can hardly be doubted that the shipping interests in this country would be consulted no less than those of foreign countries, by bringing the salvage system under such restraints as would remove all grounds of reasonable complaint.

But, be that as it may, Lord Stanley having received from the French Government, on more than one occasion, such strong appeals to Her Majesty's Government for a friendly and equitable consideration of their representations on behalf of French shipowners, feels it to be his duty to recommend the matter to the early and serious consideration of the Lords of Trade.

I am, &c.

The Secretary to the Board of Trade. (signed) *G. C. Egerton.*

— No. 14. —

(M. 4376.)

Board of Trade to Foreign Office.

Sir, Board of Trade, Whitehall, 7 June 1867.

I am directed by the Board of Trade to acknowledge the receipt of your letter

* See *ante*, No. 11. of the 31st * ultimo, on the subject of the complaints made by the French Government with respect to salvage on the coasts of this country.

In the first place, I am to suggest that the French Government should not be allowed to suppose that Her Majesty's Government are blind to the importance of the subject, or that they have not taken or are not taking such steps as are in their power to ascertain the truth of the allegations which have been made, and to provide a remedy where a remedy is necessary. In cases where an authoritative statement of a particular grievance has been made to the Board of Trade, inquiry has been instituted. And the measure now before Parliament for improving the local jurisdiction in cases affecting merchant shipping, a measure which is more particularly referred to below, shows that Her Majesty's Government are taking the only course open to them for remedying such evils as have been proved to have a real existence.

In the second place, the Board of Trade, whilst admitting that there are evils which require a remedy, are by no means prepared to admit the sweeping assertions which have been made concerning the practices of English salvors, or the character

character of the English law of salvage. It is to be remembered that the allegations made to the French Government proceed from interested parties, who naturally take their own view of the questions at issue between themselves and those who may have rendered them assistance; and that if the statements of the salvors could be heard at the same time, the cases would often assume a very different complexion. It is also to be remembered that men who, when in real danger, are glad to receive assistance, are often disposed, when that danger is past, to think slightly of it, and to undervalue the services of those who have freed them from it.

It would be idle, and probably impracticable, at the present time, to investigate the few cases, spread over a number of years, which are referred to in the memorandum placed in the hands of Mr. Cave by the French Minister of Marine in Paris, in January last. But the case of the "Alexandre," which was specially brought to the notice of Her Majesty's Government, last February, is a good illustration of the truth of the above remarks. That case was at once carefully investigated, so far as in the absence of some of the parties it was possible to do so, and the report of the Registrar of the High Court of Admiralty, which was forwarded to the Foreign Office on the 11th March, with other relative papers, showed that the case, as stated by the French master, was, to say the least, a partial and imperfect statement, and that there was reason for believing that the master, or his agents, probably brought expense upon themselves by refusing to pay a fair price for real and efficient services. In the third place, the Board of Trade gather, from the various representations which have been made to them, that one of the grounds of complaint is the principle of the English salvage law, which, as it is said, gives to persons who render assistance to vessels in distress a reward disproportioned to the services rendered, and larger than is given in other countries. The English law upon this subject may be shortly stated as follows:—

"The main ingredients of a salvage service are—

(*a*) "The degree of danger from which the lives or property are saved.

(*b*) "The value of the property saved.

(*c*) "The risk incurred by the salvors.

(*d*) "The value of any of the property, by the use of which the services are rendered, and the danger to which it was exposed.

(*e*) "The skill shown in rendering the services.

(*f*) "The time and labour occupied. Where all these concur in the performance of any salvage service, the reward ought to be large, and in proportion as fewer of these ingredients are to be found, so should the reward be less. But where scarcely any, or only the last of them exist, the service can hardly be denominated a salvage service; it is little or nothing more than mere work and labour, and should be rewarded accordingly."

The Board of Trade have no adequate means of giving an accurate statement of the law of France on this subject, but if the case of the "Robin Gray," mentioned in the report of the Registrar of the High Court of Admiralty, above referred to, is correctly stated, it seems to show that the principle of that law is not very different from the principle of the English law.

But however this may be, the Board of Trade are not prepared to advise any surrender of the principle of the English law. It appears to them that the principle of giving to persons who have suffered loss, or exposed themselves to risk in the saving of life or property from shipwreck, a reward bearing some proportion to the risk and to the value of the services rendered, is a sound principle; and that without the prospect of such reward, such services would be withheld, or inefficiently performed. Assuming that the law of England on this point differs from that of foreign countries, it would be necessary, before determining which is the better, to inquire not only which of the two is the least open to abuse, but also which of the two has the greater effect in promoting and encouraging, as a general rule, ready, courageous, and efficient assistance in time of danger.

In the fourth place, the Board of Trade have to observe that, in their judgment, the complaints in question, when investigated, prove to be really founded upon a defective administration of the law, rather than upon the law itself. The abuse of the power of arrest by salvors, the want of sufficient power to check

and punish this abuse, the consequent opportunity for litigation and oppression, and, above all, the want of proper local courts in which claims for salvage, and other claims against a ship may be promptly and satisfactorily decided, are evils which have been the subject of numerous complaints, not only from the French Government, but from British and Foreign shipowners and underwriters, and the real existence of which the Board of Trade must frankly admit. But these evils can only be remedied by extensive changes in the judicial system of the country, which cannot be made without the approval of Parliament, and which must inevitably encounter considerable opposition. That Her Majesty's Government are anxiously endeavouring to make such changes will be seen by the enclosed Bill, which was introduced at the commencement of the Session, and which has only been delayed by the difficulty of proceeding with an opposed Bill in the present state of public business. Should that Bill, with such amendments as may be necessary to render it as efficient as possible, be passed into law, the Board of Trade trust that it will afford the means of removing the evils which now exist in the administration of English salvage laws, and of meeting satisfactorily the complaints of the French Government.

Admiralty Jurisdiction Bill.

I am, &c.
(signed) *T. H. Farrer.*

— No. 15. —

(M. 4429.)

Mr. *E. E. Wendt* to the Board of Trade.

15, Fenchurch-buildings, Fenchurch-street,
Sir, London, E.C., 1 June 1867.

The underwriters, merchants, and shipowners of Amsterdam, Antwerp, Bremen, Colberg (with Stolp and Rügenwalde), Copenhagen, Danzig, Hamburg, Lübeck, Rostock, and Rotterdam, having some time ago perceived the expressions of public opinion uttered in this country as to the necessity of amending our legislation, in consequence of the frequent irregularities in matters of wreck and salvage on our coasts, and cordially approving, as a benefit to the general maritime interest of the whole world, the endeavours made to effect an alteration in this respect, have desired me to lay before Her Majesty's Government memorials which are numerously and very respectably signed to that effect.

I shall be obliged if you will kindly procure me an early interview for that purpose.

I am, &c.
The Secretary, Board of Trade. (signed) *Ernst Emil Wendt.*

(A day for an interview having been fixed, the following letter was then deposited by Mr. Wendt.)

— No. 16. —

(M. 4511.)

Mr. *E. E. Wendt* to Board of Trade.

15, Fenchurch-buildings, Fenchurch-street,
My Lords, London, E.C., 4 June 1867.

The kindred subjects of wreck and salvage, and the amendment of our law of merchant shipping, have of late engrossed so large a share of public attention, that I feel sure I need utter no apology for assuming that they have been, and continue to be, favoured with the most particular consideration of the Board of Trade, and that any suggestions or expressions of opinion bearing upon the question will be favourably received and carefully considered.

It is to-day my duty, in my capacity as representative for the United Kingdom of Great Britain and Ireland of the principal foreign underwriters, whose interests I protect, in the same manner as the Salvage Association those of certain bodies of underwriters in London and elsewhere, to lay before your Lordships memorials

memorials from so many different quarters, bearing signatures so numerous and respectable, that I cannot but think that your Lordships will be astonished at the universality and extent of feeling aroused upon these subjects in countries and places which have, in mercantile matters, generally shown a very deep-rooted antagonism one to the other.

These memorials, forwarded to me from Amsterdam, Antwerp, Bremen, Colberg (with Stolp and Rügenwalde), Copenhagen, Danzig, Hamburg, Lubeck, Rostock, and Rotterdam, I have been desired to lay most humbly before your Lordships and Her Majesty's Government, and I venture to hope that the sentiments therein expressed may be of service in accelerating the introduction of a reform so long wanted and so universally desired.

It would not become me to take this opportunity of recapitulating at any length the agreements and opinions which have been already expressed by myself on different occasions, and especially in 1864, in a memorial on the subject of the importance of the Receiver of Wrecks taking depositions from shipmasters of all nations, which memorial was adopted by the Salvage Association of Lloyd's and others; in 1866, in my observations on the Merchant Shipping Act, &c., forwarded to the Right Hon. Sir Stafford Northcote on the 16th of December last, and in the present year in my observations on the Admiralty Jurisdiction Bill, forwarded to the Right Hon. Stephen Cave on the 16th of April. Even more recently, by Mr. Harper, the Secretary to the Salvage Association, above referred to, in his able and convincing report on the subject of wreck and salvage on the coast of Kent, more particularly in reference to the case of the "North," and by many other associations and private persons of far greater capacity and influence than myself.

I must ask permission, however, to recapitulate the principal points upon which my daily experience tells me that amended legislation is imperatively necessary, as will, I think, sufficiently appear upon reference to the papers, documents, and opinions above referred to.

1. The ship's log-book, instead of the present official and ordinary log-books kept on board every vessel, one log-book only to be kept in a form issued by Government, and duly stamped, signed, and registered so as to be beyond all possibility of fraud; this regulation has been long introduced in many parts of the Continent.

2. The deposition before the Receiver of Wreck to be compulsory upon shipmasters of all nations.

3. The mode of extending protests to be amended.

4. The duties of receiver to be in all cases discharged by the collectors of customs, whose general efficiency cannot be too highly praised. But I cannot refrain from suggesting the necessity of raising the salaries of these very valuable officials, who are only too frequently inadequately remunerated for the arduous duties they have to perform, in most cases requiring all their energy, ability, and discretion; a shipwreck may at any moment place in their hands the control of property to an amount greater than in the ordinary course of business would come before them in 20 years. I have known a case, which probably is not singular, where a collector of customs instead of receiving extra payment for performing the important duties of receiver, has actually been subjected to pecuniary loss, forfeiting during his absence from his own place of business the emoluments for overtime, which he was entitled to claim from the public requiring his services.

5. The same limits to be assigned to the districts of receivers and principal officers of coast-guard, in order to promote more harmonious working and more efficient substitution in case of absence.

6. The coast-guardsmen to be moved more frequently from one station to another.

7. In all prosecutions for plunder or illegal receiving wreck, &c., the obligation to be on defendant to prove lawful possession, as in clauses 210, 215, 245, 305, and 306 of the Customs Consolidation Act.

8. A prompt and inexpensive mode of settlement of salvage claims to be introduced, and costs never to be allowed to salvors when they, without due cause, apply

to higher tribunals than is absolutely necessary. The shamefully extortionate demands made by boatmen themselves, or even more frequently by professional or *quasi* professional advisers on their behalf, have been fostered into a national evil, by the want of efficient local tribunals, and by the absolute unwillingness of the present learned judge of the Admiralty Court to condemn salvors in costs. Nor are these claims generally resisted, for the simple reason that all the parties concerned receive their commission in proportion to the amount paid, a ship's agent being frequently entrusted with the care of the interests both of salvors and ship, and receiving from both his payment.

9. Official surveys of damage to ships or cargoes by competent persons appointed by the receiver, to be provided for, and if possible rendered compulsory, in every case, but if not, the power of underwriters and their representatives to call for such surveys to be distinctly recognised. This will be the most effectual method of putting a stop to the present system of improper discounts, where 15 or 20 or even more per cent. are allowed, and divided between the dishonest shipmaster and his even more culpable adviser, to the prejudice of the absent owners and underwriters.

10. The limited liability legislation of the Merchant Shipping Act Amendment Act having given rise to decisions directly contrary to some of the fundamental principles of international law, and having been the means of inflicting great injury upon the interests of the less wealthy class of shipowners, to be immediately reconsidered and revised.

11. Seriously to consider the necessity of pointing out to the Foreign Governments, who complain of the irregularities on our coasts in matters of salvage and average, how much they could assist in putting down those abuses by the general adoption of our system of making only appointments of paid consular officers; as it is evident, from the wording of the clauses in the treaties concluded with reference to the functions appertaining to these officers, that it was never intended to entrust their execution to parties who would derive any pecuniary advantage from the advice they were called upon to give, either in a ministerial or judicial capacity, but at any rate in a perfectly impartial manner.

12. The introduction into this country of the International General Average Rules, adopted at York 1864, and repeatedly brought under the notice of Her Majesty's Government by the United Chambers of Commerce of this country, and other influential bodies.

13. The preparing and settling of average statements should be under the immediate control of a public department—say, for instance, the Registry of the High Court of Admiralty; and the adoption of the very useful enactments of the German Law cannot be too strongly recommended.

14. The imperative necessity of doing away with compulsory pilotage, and of altering the present system of granting and renewing pilots' licenses in a manner more suitable to the public requirements.

15. The making away with, or aiding and abetting in scuttling, or otherwise destroying a vessel, for the purpose of defrauding its underwriters, or those who have an interest therein, or in the cargo or freight, should, by agreement between the principal maritime nations, be declared an act of piracy; otherwise no possibility exists of putting a stop to these fraudulent practices, which have for the last 15 years been so greatly on the increase, and are the more difficult to punish, as present legislation is continually defeated in its attempts to punish wrongdoers by questions of jurisdiction.

16. The masters, mates, and engineers of colonial ships to be under the same regulations, respecting examinations and certificates, as those of ships hailing from the United Kingdom.

17. The adoption of the International Law of Affreightment, as agreed upon at Sheffield 1865.

18. To consider if it would be desirable to fix by Legislative enactment, as in the German Law, for instance, has been very successfully done, what should constitute a claim for assistance, and what for salvage.

How this amended legislation is to be brought about is not for me to suggest, but it has often struck me that, to perform the work efficiently, the issuing of a Royal

Royal Commission would be necessary, which would inquire into the above evils, so repeatedly complained of, would soon obtain the clear evidence of their existence, and would consider and recommend the fullest means to accomplish a thorough reform.

Your Lordships will always find me ready and willing to assist in any work leading to that direction.

I have, &c.

The Lords of the Committee of Her Majesty's Privy Council of Trade, Whitehall.

(signed) *Ernst Emil Wendt.*

Enclosure in No. 15.

MEMORIAL of Underwriters of the Port of *Amsterdam.*

WE, the undersigned, being Underwriters of the port of Amsterdam, in the Netherlands, having been informed that Her Majesty's Government have it in contemplation to alter and amend the existing regulations with respect to Wrecks, Salvage, and Salvors, and to make better provision for the settlement of salvage claims, and for the management of matters relating to vessels in distress on the coasts of the United Kingdom, do hasten to express to Her Majesty's Government our grateful sense of the inestimable benefit which will be conferred upon the maritime interests of the whole world by the proposed legislative reforms, if carried out in a practical and effectual manner.

We may be pardoned for observing that the frauds practised upon our captains in many parts of the coast of the United Kingdom, the extortionate demands of salvors and their advisers, the unscrupulous manœuvres of shipping agents, the continual inducements to dishonesty held out to inexperienced ship-masters, and lastly, the enormous outlay attendant upon legal proceedings, aggravate, to a most serious extent, the consequences of misfortunes unavoidably attendant upon maritime industry; and having ourselves suffered severely from the evils above described, we cannot but rejoice that Her Majesty's Government have appreciated the necessity of carrying out a thorough reform which we have no doubt will be attended with credit to the country, and advantage to the community at large.

Amsterdam, February 1867.

(signed) *Jan Wytman.*
J. W. F. Matthes.
A. A. Bienfait.
J. T. Van Bosse.
Pieter Lug.
(And 44 other Signatures.)

Memorials to the same effect from the underwriters, merchants, and shipowners of Antwerp, Bremen, Colberg, (with Stolp and Rügenwalde), Copenhagen, Dantzic, Hamburg, Lubeck, Rostock, Rotterdam, and New Orleans, bearing over 300 signatures, were also inclosed in Mr. Wendt's letter.

— No. 17. —

Lord *Stanley* to Prince *De la Tour d'Auvergne.*

M. l'Ambassadeur, Foreign Office, 12 June 1867.

HER MAJESTY'S Government have given their best consideration to the representations which your Excellency has made to them by order of your Government in regard to the salvage system of this country.

They readily admit that the system is not unattended with evils, to which a remedy, if an effectual one could be devised, should be applied; but it is impossible for them to shut their eyes to the danger which exists of seriously discouraging the exertions of salvors by an attempt to limit and restrict the rewards which in many, if not most cases, are justly due to their services, or to render more difficult or expensive the process by which, if disputed, such rewards are to be obtained from the parties benefited by them.

In dealing with questions of salvage, the points raised turn generally upon the amount of danger to which property has been exposed, the value of the property, and the amount of risk incurred in rescuing it from destruction.

Now all these points admit of controversy and debate, the tendency of one

party being to detract from the value of the services rendered, the tendency of the other to exaggerate their importance; and it cannot be denied that the view taken by a party of danger from which he has been rescued differs very much according to the time at which the estimate of it is formed, that is, whether before or after the rescue has been effected.

Her Majesty's Government are not accurately informed of the principles of French law in regard to salvage services, and they would be glad to receive from the Imperial Government a full account of them.

Meanwhile, all that I am at present able to say to your Excellency is, that as far as Her Majesty's Government can judge from the representations which have been made to them, not only by foreign but also by British shipowners and underwriters, the evils complained of result rather from a defective administration of the law than from the law itself. Those complaints are for the most part directed against the abuse by salvors of the power of arrest; the want of sufficient means to check and punish this abuse, and the litigation that results from it; and the insufficiency of the local courts for the decision of such questions.

Her Majesty's Government have introduced a Bill into Parliament during the present Session, which, if it becomes law, will, it is hoped, mitigate some, if not all of the evils complained of; but this Bill will probably encounter serious opposition in Parliament; and it is impossible for Her Majesty's Government, in the present state of the law, to defer to the wishes of the French Government, of which your Excellency has been the channel, and with which I need scarcely assure your Excellency it would otherwise give them the greatest pleasure at once to comply.

I have, &c.
(signed) *Stanley.*

His Excellency
Prince de la Tour d'Auvergne.

SUPPLEMENTARY RETURN.

COPIES of MEMORIALS or REPRESENTATIONS received by the Board of Trade on the subject of establishing LOCAL TRIBUNALS for the Settlement of Questions relating to MERCHANT SHIPPING.

(*Mr. Graves.*)

Ordered, by The House of Commons, *to be Printed,*
30 *April* 1867.

242—I.

Under 3 *oz.*

BOARD OF TRADE (METEOROLOGICAL DEPARTMENT).

RETURN to an Order of the Honourable The House of Commons, dated 12 February 1867;—*for*,

RETURN "of the Establishment, and Cost Annually, from the 1st day of January 1862 to the 31st day of December 1866, of the METEOROLOGICAL DEPARTMENT of the BOARD of TRADE, and the Annual Cost of the proposed Arrangements with the ROYAL SOCIETY for carrying on METEOROLOGICAL OBSERVATIONS:"

And, "COPY of the Arrangements made with the ROYAL SOCIETY."

Board of Trade, Whitehall, April 1867.

T. H. FARRER.

(*Colonel Sykes.*)

Ordered, by The House of Commons, *to be Printed,*
30 *April* 1867.

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RETURN of the Establishment and Cost annually, from the 1st day of January 1862 to the 31st day of December 1866, of the METEOROLOGICAL DEPARTMENT of the BOARD of TRADE, and the Annual Cost of the proposed Arrangements with the ROYAL SOCIETY for carrying on METEOROLOGICAL OBSERVATIONS:—And, COPY of the Arrangements made with the ROYAL SOCIETY.

RETURN of the Establishment and Cost, Annually, from the 1st January 1862 to the 31st December 1866, of the METEOROLOGICAL DEPARTMENT of the BOARD of TRADE.

Year ended 31 December.	ESTABLISHMENT.		
	Chief of Department.	Clerks of the Board of Trade Establishment.	Temporary Clerks.
1862 - - - - -	1	2	7
1863 - - - - -	1	2	7
1864 - - - - -	1	1	7
1865 - - - - -	1	1	7
1866 - - - - -	-	1	7

N of SUMS Voted and Expended by the METEOROLOGICAL DEPARTMENT of the BOARD of TRADE, made up to the 31st December 1866.

Year.	Parliamentary Vote.		Expenditure charged to Parliamentary Vote.					Additional Salaries Paid out of Vote for Board of Trade Establishment.	Total Expenditure on Account of Meteorological Department.
			For Telegraphy and Storm Warnings.	For Instruments and Incidental Expenses.		Salaries.			
	Board of Trade.	Admiralty.	Board of Trade.	Board of Trade.	Admiralty.	Board of Trade.	Admiralty.		
	£.	£.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
- -	3200	1,000	- -	1,772 8 4	394 15 -	350 8 -	354 12 -	368 15 -	3,240 18 4
- -	3,200	1,000	- -	1,212 3 3	1,237 3 -	359 17 -	326 12 -	511 5 -	3,647 - 3
- -	3,200	1,000	- -	1,731 18 1	554 19 -	561 14 6	364 10 -	400 9 9	3,613 11 4
- -	2,400	1,000	- -	1,203 7 8	757 3 9	643 3 5	387 15 -	353 15 -	3,345 4 10
- -	2,300	1,000	218 1 5	868 1 5	519 12 2	711 18 -	410 15 4	378 15 -	3,107 3 4
- -	2,800	1,000	1,778 - 8	1,360 12 3	547 6 2	804 18 6	430 8 4	403 15 -	5,325 - 11
- -	3,800	1,000	2,334 15 -	630 17 1	618 13 6	829 9 10	430 8 4	366 5 -	5,210 8 9
- -	3,800	1,000	2,989 - 11	1,650 4 -	726 8 9	603 9 8	205 16 8	929 - 4	7,104 - 4
- -	3,700	570	2,735 10 -	314 2 8	830 12 -	246 11 10	- -	1,333 13 11	5,460 10 5
- -	4,200	570	2,154 2 8	430 8 5	478 10 2	122 18 4	- -	1,384 11 2	4,570 10 9
- - cember 6.	3,600	570	1,461 17 1	230 15 8	112 5 6	71 - 10	- -	827 8 5	2,703 7 6
- -	36,200	9,710	13,671 7 9	11,404 18 10	6,777 9 -	5,305 9 11	2,910 17 8	7,257 13 7	47,327 16 9

Arrangements made with Royal Society, and Annual Cost.

These arrangements are referred to in letters of—

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Copy of Correspondence between the Treasury, Board of Trade, and the Royal Society, showing the Annual Cost of the proposed Arrangements with the Royal Society for carrying on Meteorological Observations; and of the Arrangements made with the Royal Society.

(W. 3841.)

Board of Trade to Royal Society.

Sir, Board of Trade, 30 August 1866.

Some time has now elapsed since the publication of the Report of the Committee appointed by the Royal Society, the Admiralty, and the Board of Trade to consider certain questions relating to the Meteorological Department of the Board of Trade, and it becomes necessary to decide upon the course to be pursued. The Board of Trade think it right, therefore, to bring the subject under the formal notice of the President and Council of the Royal Society, who have on former occasions given Her Majesty's Government so much valuable help and advice on the subject.

The Board of Trade, as at present advised, are prepared to adopt and support the course proposed by the above-mentioned Committee; and they have reason to believe that the Board of Admiralty are of the same opinion. It will, however, be necessary to obtain the consent of the Treasury to the proposed expenditure, and before taking steps for that purpose, the Board of Trade will be glad to learn the views of the President and Council on the subject of the measures recommended by the Committee.

They will be glad to learn, in the first instance, upon the authority of the President and Council, whether those measures are well calculated to advance meteorological science in the most efficient way; and they will also be glad to learn whether, in the opinion of the President and Council, or of such competent persons as they may consult, the machinery and establishment suggested by the Committee is such as is likely to answer its purpose. Assuming these questions to be answered in the affirmative, the Board of Trade will be especially obliged if the President and Council can furnish or procure for them a detailed statement of the establishment which it will be necessary to provide at Kew, or in connection with Kew, for the purpose of receiving and discussing meteorological observations; a similar statement with respect to local observations in the United Kingdom; and an estimate of the cost of both.

The Board of Trade will also be glad to learn the views of the President and Council with respect to the body under whose management and responsibility the establishments in question should be placed.

Upon learning the views of the President and Council on these points, the Board of Trade will take such steps as may then appear to be necessary for obtaining the opinion of the Treasury.

The Board of Trade regret that in consequence of unavoidable circumstances so much time should have been lost, and the more so as changes in the Meteorological Department render it desirable to arrive at a settlement as soon as possible.

I have, &c.

The President, Royal Society. (signed) *T. H. Farrer.*

(W. 3841.)

Board of Trade to Admiralty.

Sir, Board of Trade, 1 September 1866.

30 August.

I am directed by the Board of Trade to enclose, for the information of the Lords Commissioners of the Admiralty, a copy of a letter addressed to the President and Council of the Royal Society, respecting the steps which it may be necessary to take to carry into effect the recommendations contained in the Report of the Committee appointed to inquire into the Meteorological Department of this Office.

I have, &c.

The Secretary, Admiralty. (signed) *T. H. Farrer.*

(W. 3893.)

Admiralty to Board of Trade.

Sir, Admiralty, 4 September 1866.

In reply to your letter of the 1st instant, I am commanded by my Lords Commissioners of the Admiralty to request you will state to the Lords of the Committee of Privy Council for Trade that they quite concur in the propriety of ascertaining from the President and Council of the Royal Society their views on the recommendations of the Committee on the Meteorological Department, before further steps are taken involving additional expenditure.

I am, &c.

The Secretary of the Board of Trade. (signed) *W. G. Romaine.*

(W. 4653.)

Royal Society to Board of Trade.

Royal Society, Burlington House,

Sir, 27 October 1866.

I have to explain that the consideration of your letter of 30th August, addressed to the President, has been delayed by the absence of the President and many members of the council of the Royal Society during the recess. I am now directed to transmit to you the following reply:

In your letter you state that "the Board of Trade, as at present advised, are prepared to adopt and support the course proposed by the Meteorological Committee" appointed by the Royal Society, the Admiralty, and the Board of Trade, but "before taking steps for that purpose, the Board of Trade will be glad to learn the views of the President and Council on the subject of the measures recommended by the committee," and you ask,—

1st, Whether those measures are well calculated to advance Meteorological Science in the most efficient way?

The President and Council consider that those measures are generally well calculated to advance Meteorological Science in a very efficient manner.

2ndly, Whether the machinery and establishment suggested by the committee are such as are likely to answer the desired purpose?

The machinery and establishment suggested by the committee are indicated in § 45, pp. 39 and 40 of the Report, and several important measures are therein proposed, each of which requires separate consideration.

Note—Printed Report presented to Parliament 1866.

a. The President and Council entirely concur in the opinion of the committee, that "the collection of observations from captains of ships is a function which can probably be best performed through the medium of such agencies as a Government office can command."

b. The President and Council also concur with the committee in the opinion that "the digesting and tabulating results of observations is a function which requires a large knowledge of what the state of the science for the time being requires, as well as exact scientific method." They believe that this "would be much better, as well as more economically, performed under the direction of a scientific body, furnished with requisite funds; than it will be if left to a Government department." They would, however, limit the sea observations to those collected by British observers, and the land observations to those made within the British Isles, including those made at the light-houses and coast-guard stations. The President and Council assume, with the committee, that "the aid afforded by Government would be in the shape of an annual vote, so made as to leave the Royal Society, or other scientific body charged with the duty, perfectly free in their method and in their choice of labour, but upon the condition that an account shall be rendered to Parliament of the money spent, and of the results effected in each year."

c. The President and Council, referring to the 4th paragraph in § 45, are of opinion that the reduction of a considerable amount of arrears of observations, both at sea and on land, will probably be desirable, and that it "may be placed in the same hands in which the future discussion of meteorological observations is placed."

d. In reference to the 5th paragraph of § 45, as to the issuing of storm warnings, the President and Council do not concur in the recommendation that the issue of storm warnings should be placed under the superintendence of the scientific body under whose direction the meteorological observations are discussed. At present these warnings are founded on rules mainly empirical. In a few years they may probably be much improved by deductions from the observations in land meteorology, which will by that time have been collected and studied. The empirical character may thus be expected to give way to one more strictly scientific, in which case the management of storm warnings might be fitly undertaken by a strictly scientific body.

It must not be forgotten that storm warnings did not originate in any recommendation from the Royal Society. If their present continuance be deemed of sufficient importance by the Government, it must be for them to consider the means of carrying them on.

e. The President and Council consider, with the committee, that the publication of results of meteorological observations at sea, referred to in the 6th paragraph, § 45, of the Report, is a function properly belonging to the Hydrographic Office of the Admiralty. It would seem desirable, therefore, that the Hydrographer should himself be a member of the superintending committee.

3rdly. You ask for a detailed statement of the establishment which will be necessary at Kew, for the purpose of receiving and discussing meteorological observations.

4thly. A similar statement with respect to local observations in the United Kingdom.

5thly. An estimate of the cost of both.

The President and Council have no reason to question the general sufficiency of the estimate contained in the Report, § 45, p. 40; but any detailed statement, either of the staff required or the amount of salaries to be paid, would be at present premature.

Finally, You desire to have the views of the President and Council with respect to the body under whose management and responsibility the establishments in question should be placed.

The President and Council consider that the department under whose care the observations, reductions, and tabulations are to be made should be under the direction and control of a Superintending Scientific Committee, who should have (subject to the approval of the Board of Trade) the nomination of all appointments, as well as the power of dismissal, of the several officials receiving salaries or remuneration.

The services of the members of this committee will be gratuitous, but they would necessarily require the assistance of a competent paid secretary, whose salary will be included in the estimates requested.

Should the nomination of the Superintending Committee be entrusted to the President and Council, they would be prepared to recommend gentlemen competent to undertake the duties.

I remain, &c.
(signed) *W. Sharpey*, M.D.
Secretary, R.S.

The Secretary, Board of Trade.

(W. 4653.)

Board of Trade to Treasury.

Sir, Board of Trade, 8 November 1866.

See ante.

I AM directed by the Board of Trade to forward to you the accompanying copies of correspondence between the President and Council of the Royal Society, and the Admiralty, and the Board of Trade, on the subject of the future management of the Meteorological Department, accompanied by a copy of the Report of a committee appointed by these three boards to consider the subject. It will be seen that the committee proposed a plan which will involve considerable changes and some increase of expense; that the Board of Trade was prepared to adopt that plan; and that the President and Council of the Royal Society approve of the plan, with certain modifications.

Note—(Printed Report presented to Parliament 1866.)

In

In the propriety of making these modifications the Board of Trade agree; and they feel little doubt of the concurrence of the Admiralty, to whom they have written on the subject.

The Board of Trade are not in a position to prepare final and detailed estimates without further communication with the Royal Society; and before making this communication, they think it right to communicate with the Treasury, and obtain their general sanction.

I am therefore to request that you will move the Lords of the Treasury to give their sanction to the preparation of an estimate for the meteorological expenses of the next year, in accordance with the plan proposed in the enclosed Report and correspondence.

I have, &c.

The Secretary, Treasury. (signed) *T. H. Farrer.*

(W. 4653.)

Board of Trade to Admiralty.

Sir, Board of Trade, 8 November 1866.

I am directed by the Board of Trade to forward to you for the information of the Lords Commissioners of the Admiralty the accompanying copy of a letter received from the Royal Society on the subject of the plan proposed for the future management of the Meteorological Department, and to state that this Board concur in the modifications of that plan proposed by the Royal Society. They will be glad to be informed whether this plan, as modified, meets with the approval of the Board of Admiralty. *27 October.*

I have, &c.

The Secretary, Admiralty. (signed) *T. H. Farrer.*

(W. 5194.)

Admiralty to Board of Trade.

Sir, Admiralty, 28 November 1866.

In reply to your letter of the 8th instant, transmitting the views of the President and Council of the Royal Society on the arrangements proposed for the future management of the Meteorological Department, I am commanded by my Lords Commissioners of the Admiralty to request you will state to the Lords of the Committee of Privy Council for Trade that they concur in the modified arrangements suggested.

In regard to the utilisation of the ocean statistics, my Lords consider that the duty falls within the province of the Hydrographical Department of this office; but they see no objection to the Hydrographer being a member of the scientific committee proposed to be appointed by the Royal Society to consider and arrange all the observations that may be collected.

I am, &c.

To the Secretary to the Board of Trade. (signed) *Henry G. Lennox.*

Circular.

Board of Trade, 29 November 1866.

"Storm Warnings."

The Board of Trade have had under consideration the report of a committee, appointed by the Royal Society, the Admiralty, and the Board of Trade, to inquire into the constitution and functions of the Meteorological Department, which recommended, as the most important step to be taken, the transfer of the management of the business of the department to a scientific body. The Board of Trade have also consulted the Royal Society upon the subject of this report, and the President and Council of the Royal Society concur generally in the measures recommended by the committee, and are prepared to undertake the duty proposed to them.

With regard to the issue of storm warnings, the President and Council of the Royal Society are of opinion that "at present these warnings are founded on rules mainly empirical," and therefore should not be issued under the superintendence of the scientific body to whom the discussion of meteorological observations will be committed. The President and Council think, however, that "in a few years they may probably be much improved by deductions from the observations in land meteorology, which will by that time have been collected and studied. And that the empirical character may thus be expected to give way to one more strictly scientific,—in which case the management of Storm warnings might be fitly undertaken by a strictly scientific body."

Under these circumstances the Board of Trade are compelled to suspend, from the 7th day of December next, "Cautionary Storm Warnings," which have from time to time been issued by the Meteorological Department of the Board of Trade.

It is hoped that the warnings may be resumed by the new Meteorological Department at no distant time upon an improved basis.

In the meantime the daily "weather reports" will be received and published as heretofore. If at any port or place there is a desire to have these reports, or any part of them, communicated by telegraph on the morning on which they are received, they shall be so communicated on a request to that effect being sent to the Board of Trade, accompanied by an undertaking to pay the expense of the telegram from London to the port or place.

T. H. Farrer.

(W. 5215.)

Treasury to Board of Trade.

Sir, Treasury Chambers, 30 November 1866.

With reference to your letter of the 8th instant and its enclosures, I am desired by the Lords Commissioners of Her Majesty's Treasury, to state, for the information of the Lords of the Committee of Privy Council for Trade, that my Lords have no hesitation in giving a general sanction to the preparation of an estimate for the Meteorological Department upon the basis of the recommendation of the committee, subject to the modifications suggested by the President and Council of the Royal Society.

With regard, however, to the question of issuing storm warnings, my Lords observe that the Royal Society ground their objection to undertaking the superintendence of them, on their opinion that the rules upon which such warnings are founded are mainly empirical, and are therefore not properly within the cognizance of a strictly scientific body, and that the tone of their remarks upon this subject implies no great appreciation of the advantage to the public of these warnings.

It appears to my Lords, that if the other branches of the Meteorological Department are to be transferred to the Royal Society, a very strong case ought to be made out for the utility of these warnings, before they could consent to retaining under the superintendence of the Board of Trade, or of establishing, under some other Government department, a separate staff for the mere purpose of continuing them, and they are not disposed, with the information at present before them, to sanction any expenditure on that account.

My Lords request, that in the estimate to be prepared, a detailed statement may be given for their consideration, of the staff, salaries, office and other expenses incidental to the carrying on the business of the Meteorological Department, for which they are of opinion that one vote should be taken, to include any expenses that may be incurred by the Hydrographic Office of the Admiralty, or by other public departments in relation to meteorological observations.

I am to add, that my Lords trust that the officers on the establishment of the Board of Trade in the meteorological branch will be absorbed by the new department under the Royal Society, or otherwise employed in the public service, so that no application need be made to this Board for compensation on the abolition of any offices when the transfer of business takes place.

I am, &c.

(signed) *George Ward Hunt.*

The Secretary to the Board of Trade.

(W. 5215.)

Board of Trade to Royal Society.

Sir, Board of Trade, 5 December 1866.

I AM directed by the Board of Trade to enclose copies of letters addressed by this Board to the Boards of Treasury and Admiralty, on the subject of the proposed changes in the conduct of the business of the Meteorological Department of this Board. I also enclose copies of the replies received from those Boards, and I am to request that you will have the goodness to bring these papers to the notice of the Council of the Royal Society. 8 November. 28, 30 November.

It will be seen from the correspondence that the Board of Trade, the Admiralty, and the Treasury have agreed to the original proposals submitted by the Board of Trade to the President and Council, subject to the modifications of those proposals contained in your letter of the 27th October 1866, and that the Treasury have authorised the preparation of Estimates upon the basis of those proposals.

I also enclose a copy of a circular concerning the storm warnings which, in consequence of the modifications of the original proposals of the Committee by the President and Council, the Board of Trade have found it necessary to issue. 29 November.

As it is desirable, with a view to the coming Session, that the Estimates should be prepared without delay, and as it is also important that no time should be lost in establishing the new system of observations, I am to suggest for the consideration of the President and Council, that they should appoint the proposed committee with as little delay as possible, and that the committee should when appointed at once place themselves in communication with the Board of Trade.

I have, &c.

The President, Royal Society. (signed) *T. H. Farrer.*

(W. 5525.)

Royal Society to Board of Trade.

Royal Society, Burlington House,

Sir, 15 December 1866.

I AM directed to inform you that your letter of the 5th instant, addressed to the President of the Royal Society, with copies of correspondence between the Board of Trade and the Admirralty and Treasury, was brought before the Council of the Royal Society at their last meeting; and in answer thereto I am to send you the following copy of a minute approved by the President and Council:—

"Resolved,—That a Standing Committee be appointed for the purpose of superintending the Meteorological observations to be made for the Board of Trade in accordance with the foregoing letter.

"That the following gentlemen be nominated as members of this Committee:—

"Lieut.-General Sabine,
"Mr. Gassiot,
"Dr. W. A. Miller,
"Mr. De la Rue,
} Members of the Kew Committee.

"Mr. Francis Galton,
"Mr. W. Spottiswoode,
} Officers of the British Association.

"The Hydrographer to the Admiralty.

"Colonel Smythe.

"That this committee place themselves in communication with the Board of Trade.

"That in the event of a vacancy occurring in the committee, the fact be communicated to the Council of the Royal Society in order that they may appoint a new member."

I remain, &c.

T. H. Farrer, Esq. &c. &c. &c. (signed) *W. Sharpey,* Secretary, R.S.

(W. 5525.)

Board of Trade to Royal Society.

Sir, Board of Trade, 22 December 1866.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 15th inst., conveying a copy of a resolution, for which it appears that the President and Council of the Royal Society have resolved to appoint a standing committee for the purpose of superintending the meteorological observations undertaken by the Royal Society, and that this committee should place themselves in communication with the Board of Trade.

In reply, I am to state that the Board of Trade are ready to consider the arrangements to be proposed by the committee as soon as they are communicated.

I have, &c.

The Secretary, &c. &c. &c.
Royal Society.

(signed) *T. H. Farrer.*

(M. 596.)

Royal Society to Board of Trade.

Sir, Royal Society, 21 January 1867.

I HAVE the honour to inform you that the committee appointed to superintend the Meteorological Department have selected the following gentlemen to carry out, under them, the various duties of the department, viz.:—

Robert H. Scott, Esq., Fellow Trinity College, Dublin, as Director, with a salary of 800 *l.* per annum.

Captain Henry Toynbee, of the Mercantile Marine, as Nautical Superintendent, at 350 *l.* per annum.

Balfour Stewart, Esq., as Secretary to the Committee, and Director of the Normal Observatory, at 400 *l.* per annum.

And, if the President of the Board of Trade is pleased to approve, the committee would suggest that Mr. Simmonds, the gentleman now in charge of the Meteorological Department, be so informed, and desired to give over the charge to such of these gentlemen as the committee may appoint to receive it.

The committee would also suggest that Mr. Simmonds be informed that the further appointment of clerks on the establishment is vested in them, and that any communication which the present officers may have to make on this or any other subject connected with the Meteorological Department, be addressed to the Secretary of the Committee, at Kew Observatory, Richmond, S.W.

I have, &c.

(signed) *Edward Sabine,*
Chairman of Meteorological Committee.

The Secretary,
Board of Trade.

(M. 595.)

Royal Society to Board of Trade.

Sir, Royal Society, 21 January 1867.

I HAVE the honour to forward an estimate prepared by the Committee for the expenses of the Meteorological Department during the years 1867–8.

As the present estimate must, until the committee have had more experience into the working and requirements of the department, be considered in some measure an experimental one, it is probable that while some of the items provided for may exceed the sums assigned, others will fall short of them; but the committee

committee will be prepared, at the close of the financial year, to render to the Board of Trade an account under the several heads of expenditure, and strictly to confine themselves within the sum total which the Treasury may grant.

The committee desire to express their sense of the responsibility they incur in the judicious management of these funds, and in the management of them will keep in view the necessity of the strictest economy on their part which may be consistent with the efficient working of the department, for the advancement of science, and for the practical benefit of the public interests.

I have, &c.
(signed) *Edward Sabine,*
Chairman of Meteorological Committee.

The Secretary,
Board of Trade.

Draft of Estimates, Meteorological Department, Board of Trade.

Yearly Expenses.

Particulars.			Proposed Expenses for the Year 1867–8.		
			£.	s.	d.
Salaries of Officers	Director		800	–	–
	Secretary to Committee		400	–	–
	Marine Superintendent		350	–	–
Salaries of Seven Clerks			1,000	–	–
Annual Expense of Eight Observatories (including the Central)			2,000	–	–
Purchase and Repairs of Instruments—Mercantile Marine			300	–	–
Ditto - ditto - Admiralty			400	–	–
Verification of Instruments			50	–	–
Weather Books			150	–	–
Travelling Expenses			300	–	–
Carriage of Instruments to and from the Ports			150	–	–
Agencies at Ports for Supplying Instruments to Ships			200	–	–
Telegraphs			3,000	–	–
Office and Contingencies			800	–	–
		£.			
Salaries		2,550			
Expenses of Observatories		2,000			
Telegraphs		3,000			
Books, Instruments, &c.		900			
Travelling Expenses, Carriage, Agencies, and Contingencies		1,450			
			£.	9,900	– –

Total - - - Nine thousand Nine hundred pounds.

Special Grant for Equipment, as proposed by the Government Committee in Parliamentary Return.

Particulars.	£. s. d.
Instruments for Eight Observatories	1,700 – –
Buildings and Alterations at Kew	1,200 – –
£.	2,900 – –

Total - - - Two thousand Nine hundred pounds.

Edward Sabine,
Chairman of the Meteorological Committee.

(M. 596.)

Board of Trade to Treasury.

Sir, Board of Trade, 8 February 1867.

With reference to your letter of the 30th November last, and to previous correspondence upon the subject of placing the meteorological business of the Board of Trade under the control of a scientific committee appointed by the President and Council of the Royal Society, I am directed by the Board of Trade to inform the Lords Commissioners that such a committee has now been appointed, consisting of the following gentlemen:

1. Lieutenant General Sabine,
2. Mr. Gassiot,
3. Dr. W. A. Miller,
4. Mr. De la Rue,

} Members of the Kew Committee.

5. Mr. Francis Galton,
6. Mr. W. Spottiswoode,

} Officers of the British Association.

7. The Hydrographer to the Admiralty.
8. Colonel W. J. Smythe, R.A.

This committee (hereinafter called the Meteorological Committee) has commenced its duties, and I enclose, for the information of the Lords Commissioners of Her Majesty's Treasury, the accompanying copies of documents received from them. 21 Jan. (2).

The first is a letter containing the names of the gentlemen appointed to the higher offices, and the second is the estimate for the maintenance of that establishment during the first year of its existence.

It will be seen, on reference to page 40 of the Report of the joint committee appointed last year by the President and Council of the Royal Society, the Admiralty, and this Board, that the estimates prepared by that committee contemplated the following expenditure, namely:

Copy enclosed. Report of 1866.

An annual total of 10,450 *l.*; and, in addition, an outlay, to begin with, of 2,500 *l.*; and an unknown sum for additional buildings at Kew.

It will also be seen further that the last-mentioned committee proposed that there should be six stations, with self-recording instruments, and that of a specific sum of 3,000 *l.*, mentioned in the report of that committee under the head of general expenditure, a part was intended for storm warnings.

The detailed manuscript estimate prepared by the new Meteorological Committee, and now enclosed, provides for an ordinary expenditure during the first year of 9,900 *l.*; and as this is within the estimate proposed by the previous committee, provisionally sanctioned by the Treasury, the Board of Trade think that it may properly be approved.

They think that the details must, of necessity, be left to the judgment of the said Meteorological Committee.

There are, however, two or three points which call for special remark in the estimate

mate for the annual expenditure. The first is that, although the storm warnings are to be discontinued in accordance with the correspondence which has passed between this Board, the Royal Society, and the Treasury (referred to in the margin), the Royal Society still purpose to take 3,000 *l.* for telegraphy. This is explained by the fact that it is still proposed to obtain from several stations in this country and abroad, telegraphic messages of the daily weather, and to publish the actual results. It is also proposed to transmit the facts so obtained by telegraph to such ports and places as may wish to have them, as well as to certain foreign Governments; but it is not proposed that the Meteorological Committee shall themselves publish any opinions as to probable future weather, and it is intended to require from those to whom the information is given a payment of a large part, if not of the whole, of the cost of transmitting it.

Letter from Royal Society, 27 October 1866.
Letter to Treasury, 8 November 1866.
Reply from Treasury, 30 November 1866.

Under these circumstances, it is probable that less than 3,000 *l.* will meet the expense. But the matter is experimental, and the sum taken is about the cost of the present telegrams.

The next point is, that the committee of last year proposed six stations or observatories, and the Royal Society now propose eight, including Kew, *i.e.*, seven out-stations. The additional station is intended to be to the northward of Scotland, and is thought by competent authority to be necessary.

The estimate of 2,900 *l.* for first outlay, includes the 2,500 *l.* contemplated by the committee of last year, and 400 *l.* for additional building at Kew, which that committee were compelled to leave undetermined. This sum appears to the Board of Trade to be reasonable. The estimate of the new Meteorological Committee includes whatever may be needed for rent of rooms and furniture in London, in case the Board of Trade or the Board of Works should find it necessary to resume possession of the rooms in Parliament-street which have been hitherto occupied by the Meteorological Department, and which the Board of Trade have for the present left in the occupation of the officers employed by the new Meteorological Committee.

Lastly, the Board of Trade think it right to inform the Treasury that the officers and clerks in the new Meteorological Department have been appointed on the distinct understanding that they are not civil servants of the Crown, and are not entitled to superannuation or compensation in case of abolition of office.

Under these circumstances, the Board of Trade submit this estimate for the approval of the Lords Commissioners, in accordance with former correspondence.

I have, &c.

The Secretary to the Treasury. (signed) *T. H. Farrer.*

Treasury to Board of Trade.

(M. 3040.)

Sir, Treasury Chambers, 10 April 1867.

With reference to your letter of the 8th of February last, transmitting copies of two letters from the Meteorological Committee of the Royal Society, giving a detailed Estimate of the sum which will be required by them during the year 1867-8, for the conduct of the business lately transferred to them from the Meteorological Department of the Board of Trade, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that my Lords must decline to express any opinion upon the establishment that will be required to carry out the Meteorological operations undertaken by the Committee appointed at the request of the Government, as the officers to be employed by that Committee will not be in any sense in the Civil Service of the Crown.

I am desired to state, that, in assenting to insert in the Estimates a lump sum of 10,000 *l.*, my Lords understood that the whole of the arrangements would be undertaken by the Committee on their own responsibility, and that no claims will be made upon the Public Purse over and above what that sum will cover, and that any saving out of that sum will be surrendered to the Exchequer, as in the case of other Votes.

I am, &c.

T. H. Farrer, Esq. (signed) *Geo. A. Hamilton.*

(M. 3040.)

Board of Trade to Meteorological Office.

Sir, Board of Trade, 15 April 1867.

I AM directed by the Board of Trade to transmit to you the accompanying copy of a letter from the Treasury respecting the establishment that will be required to carry out the meteorological operations undertaken by the Royal Society, and the proposed estimates for the expenses of the Meteorological Office.

I am &c.

R. H. Scott, Esq., (signed) *Thomas Gray.*
Meteorological Office, Parliament-street.

Meteorological Office to Board of Trade.

Meteorological Office, 2, Parliament-street,

Sir, London, S. W., 16 April 1867.

I HAVE the honour to acknowledge the receipt of your letter of the 15th instant forwarding a copy of a letter received from the Treasury respecting the proposed estimates for the expenses of this office during the year 1867–8.

I have &c.

Thomas Gray, Esq., Board of Trade. (signed) *Robert H. Scott.*

(M. 1574)

Board of Trade to Treasury.

Sir, Board of Trade, 12 March 1867.

WITH reference to the letter from this Department, of the 8th ultimo, relating to the new arrangements with regard to the meteorological business of the Board of Trade, I am directed by the Board of Trade to state, for the information of the Lords Commissioners of Her Majesty's Treasury, that upon the 31st of this month salaries will become due to the Gentlemen selected by the Meteorological Committee to carry out the various duties of the Meteorological Department. The amounts thus payable will be as follows:—

To Mr. Scott, Director - - - - -	£. 200 –
To Captain Toynbee, Nautical Superintendent -	87 10
To Mr. Stewart - - - - - - -	100 –

The Board of Trade have received no authority to pay these salaries, and they are not distinctly provided for in the Estimates for 1866–7.

Under these circumstances I am to request that you will move the Lords Commissioners to cause this Board to be informed whether these payments may be made by them out of the Board of Trade Vote for Scientific Works, &c., for the financial year ending the 31st instant.

I have, &c.

The Secretary, Treasury. (signed) *Thomas Gray.*

(M. 3230.)

Treasury to Board of Trade.

Sir, Treasury Chambers, 17 April 1867.

WITH reference to Mr. Gray's letter of the 12th ultimo, relating to the payment of the salaries of the Gentlemen selected by the Meteorological Committee of the Royal Society to carry out the various duties of the Meteorological Department for the quarter ended the 31st ultimo, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that as these several officers

officers were appointed by the Committee of the Royal Society, and are not in any sense servants of the Crown, my Lords are of opinion that any salary that may be due to them must be defrayed out of the sum of 10,000 *l.* which has been inserted in the Estimates of the present year, as a contribution towards the expenses of the meteorological researches undertaken by the Royal Society, and not out of the Grant for Scientific Works and Experiments, 1866–7.

My Lords request that an intimation to this effect may be addressed to the Committee, who should at the same time be informed that my Lords will be prepared, on application from time to time, to make advances on account of the said sum of 10,000 *l.*, which is intended to be appropriated for this service.

I am, &c.

T. H. Farrer, Esq. (signed) *George Ward Hunt.*

(M. 3230.)

Board of Trade to Meteorological Office.

Sir, Board of Trade, 17 April 1867.

I AM directed by the Board of Trade to transmit to you, for the information of the Royal Society, the accompanying copy of a letter from the Treasury relating to the payment of the salaries of the Gentlemen selected by the Meteorological Committee to perform the duties of the Meteorological Department.

I am, &c.

R. Scott, Esq., (signed) *Thomas Gray.*

Meteorological Office, Parliament-street.

BOARD OF TRADE
(METEOROLOGICAL DEPARTMENT).

RETURN of the Establishment, and Cost Annually, from 1 January 1862 to 31 December 1866, of the METEOROLOGICAL DEPARTMENT of the BOARD of TRADE, and the Annual Cost of the proposed Arrangements with the ROYAL SOCIETY for carrying on METEOROLOGICAL OBSERVATIONS; and, COPY of the Arrangements made with the ROYAL SOCIETY.

(*Colonel Sykes.*)

Ordered, by The House of Commons, *to be Printed,*
30 *April* 1867.

240.

Under 2 *oz.*

RETURN to Two Orders of the Honourable The House of Commons, dated 24 June and 15 July 1867;—*for*,

(ORDER, 24 June 1867.)

COPY "of the REPORT of Mr. *Montagu Bere*, the Inspector appointed by the Board of Trade to inquire into the Circumstances attending the WRECK of the 'NORTH,' on the *Goodwin Sands*, on the 30th day of August 1866, and the alleged PLUNDER on that Occasion."

(ORDER, 15 July 1867.)

COPY "of the MINUTES of EVIDENCE taken at the INQUIRY instituted by the BOARD of TRADE into the Circumstances attending the WRECK of the 'NORTH' on the *Goodwin Sands*, on the 30th day of August 1866, and the alleged PLUNDER on that Occasion."

Board of Trade, August 1867.

T. H. FARRER.

(*Mr Stephen Cave.*)

Ordered, by The House of Commons, *to be Printed*, 24 *June and* 15 *July* 1867.

THE "NORTH."

COPY of the REPORT of Mr. *Montagu Bere*, the Inspector appointed by the Board of Trade to inquire into the circumstances attending the WRECK of the "NORTH" on the *Goodwin Sands*, on the 30th day of August 1866, and the alleged Plunder on that occasion.

(M. 4880.)

REPORT of Mr. *Montague Bere.*

My Lord Duke, 1, Brick Court, E.C., 21 June 1867.

IN compliance with instructions received from the Board of Trade, I have duly held an inquiry into the circumstances connected with the plunder of the ship "North," and have now to submit for the consideration of the Right Honourable the President and the Board of Trade, the following report:—

The ship "North," of 1,238 tons register, was wrecked on the Goodwin Sands about 1.30 a.m. on the morning of Thursday, 30th August 1866. She struck on those sands at a point distant about 2½ miles in a north-easterly direction from the South Sand Head Lighthouse. Her captain and the crew seem to have, from the moment of her striking, given up all hopes of saving her, and without delay proceeded to launch her pinnace and lifeboat, in which they all eventually left. Sixteen of the crew, with the captain, went in the lifeboat, and after being at sea for some hours, were picked up by a Texel lifeboat, and safely landed at Dover. Fourteen of the crew, including the mate and boatswain, went off in the pinnace, and were shortly afterwards taken on board a Bremen brig, from which they were brought by the "Reform" lugger, of Deal, to that port. No lives were lost. In the hurry and confusion consequent on the ship's striking, very few articles of value were taken from her, either by the captain, officers, or men. The captain secured his watch and some money, and the mate the captain's chronometer, and some of the seamen saved clothes.

The "North" had sailed from Liverpool on 28th June 1865, laden with coal, for Aden, her captain having orders to go seeking for a return cargo. He tried one or two ports, and at last got a cargo of rice at Bassein. On the voyage home the ship was furnished with a small amount of supplies at St. Helena, and fresh provisions were taken in at Queenstown. At the time of her starting from Liverpool, the "North" was fully furnished in all particulars as a ship of her size ought to have been. Two suits of sails were on board, one suit half worn, and 13 sails of the other suit entirely new. Her standing rigging was of wire. Various instruments, chronometer, sympisometer, barometer, compasses, were also on board. The full canvas was in the ship at the time of the wreck, and the running rigging (though worn) was also in its place. The captain's cabin was fairly furnished, and books and engravings were also to be found in it. The carpenter and joiner had full chests of tools, and these, with almost all the tools in them, were left by the crew in the vessel. At daylight on the 30th, the ship was seen by various persons from different parts of the coast to be on the sand, and boats at once put off to her from Deal, Walmer, and Kingsdown. Robert Hurst, the keeper of the South Sand Head Light Ships, said:—"As soon as the day came on, the boats were swarming." Two life boats left

Deal and Walmer, but, finding the ship abandoned, returned as soon as they could. Some of the crew of each boat went on board, but could give no account of the state in which the ship had been left. Many boatmen and other persons went on board the "North" that day, and took whatever they could find that was worth bringing on shore. I was satisfied by the evidence, that the canvas bent and unbent, the running rigging, the ship's instruments, the seamen's clothes, the carpenter's tools and chests, the locks, hinges, and brass pegs that were in the cabin and on the doors, were removed by somebody on that day. No blame is to be attached to those who did remove them for the removal itself; the fault was committed when those who took articles from the ship neglected to return them to the Receiver of Wreck. Three luggers from Broadstairs, the "Petrel," the "Tartar," and the "Buffalo Girl," went off to the wreck in the afternoon. The two former reached it about six or seven p.m. Some of the crew went on board and described the vessel as completely stripped, "not enough rope left to make a mop with," nor canvas sufficient "to tie round your finger if it had been cut." The whole of the canvas returned to the receiver at Deal is set out in Paper A. attached to this report, and from the calculations made in that paper and Paper B. by Captain Hunter, it appears that about two tons of canvas and three-quarters of a ton of rope attached to sails have to be accounted for, and the deficiency in running rigging and hawsers is about four tons. None of the ship's instruments ever came into the possession of the receiver, nor was there any evidence produced before me as to what became of them. The carpenter's tools (the chest in which they were, which was locked with a spring lock, having been forcibly broken open) were also gone, and have never been recovered. The crew had spent a sum of 150 *l.* at Queenstown in the purchase of clothes, &c. Some were taken away from the ship, but hardly any that were left behind were ever afterwards found. I have from the evidence come to the conclusion that the articles I have mentioned were taken from the ship on Thursday, 30th August, and were taken by the crews of boats sailing from Deal beach, but I cannot fix on any particular persons as the plunderers. I do not believe that any foreign boats came to the wreck at all. The vessel had been new coppered at Liverpool, and was metalled up to 21 feet, she was 192 feet in length, so that she had at least 12,000 pounds weight of copper on her. The weather having moderated during the Thursday, the stripping of the metal from the sides and bow was begun before, and continued at low water on Friday, and though the evidence as to the amount stripped was contradictory, I think that she was stripped both on her port and starboard sides for seven or eight feet down from the top of the metal. The metal thus stripped would weigh about 35 cwt., and only 10 cwt. has been returned to the receiver, leaving 25 cwt. to be accounted for. The statement in the pamphlet on this matter is, I think, exaggerated and calculated to produce a false impression. Not only was the stripping lawful to be done, but it was the duty of those who were at the wreck to take the metal from off her, as that was the only way by which it could be saved, and had it all been returned to the receiver, the conduct of the strippers would have been not only legal but praiseworthy. There was no evidence to show how the metal unaccounted for was disposed of, nor could I trace, except in one instance, its passage into the hands of any of the marine-store dealers I examined. The exception was in the case of a marine-store dealer called Harrison, of Deal, who bought on the 6th of September, a small quantity of metal similar to that of the "North," from a man called Bailey. Bailey was at sea, and though summoned could not be obtained as a witness.

Canvas, rope, and blocks belonging to the ship "North" were traced into the possession of two marine-store dealers at Dover, of the name of Dennis and Dowell, and of one at Deal of the name of Foster. The property that was landed at Dover, which was but a small quantity, was landed in the most open way, in the sight of custom house officers and harbour police, and no remark was made or any hindrance offered to its being taken to the places where it was sold. Portions of the rope and canvas which had found its way through Foster's agency into the store of Messrs. Phipps, paper makers, of River, near Dover, and which formed the subject of a trial at Canterbury, were shown to me, and from inspection I could discern that these portions had peculiarities which would enable a person versed in nautical matters to swear to them. I did not therefore think it necessary to wait for the evidence of the mate of the "North," who had been examined as a witness at the trial, and who was absent on a voyage, and

not

not expected to return until November, as, with the assistance of Captain Hunter, I was able to form a decided opinion that the rope and canvas sworn to had formed a portion of the rope and canvas of the "North." Foster was examined by me, but could or would give no account of the way in which he became possessed of the rope and canvas. His books were very badly kept, indeed he could not himself read or write, and trusted to a chance comer or his wife to make entries for him. Inability to read or write seemed to me to be considered a desirable qualification for a marine-store dealer in Deal, Walmer, or Dover. His answers were given in a way that convinced one of his untruthfulness, and I have no doubt that he was perfectly well aware that the rope and canvas came from the "North," and, if he had chosen, could have mentioned the name of the person who sold it to him. Another marine-store dealer of Deal, called Riley, was called as a witness, but on the production of his books, the one containing entries of purchases made about the time of the wreck of the "North" was found to have been destroyed by him. I examined all the boatmen mentioned by the receivers of wrecks, and having returned articles taken from the "North" to them, who were not at sea, or otherwise prevented from appearing before me, I cannot say that their evidence was satisfactory. There was a general strong desire to exculpate themselves and their fellow townsmen, and while their recollection of what they themselves did at the time of the wreck was clear and explicit, it was, as to the conduct of anybody else, confused and indistinct. None of them could remember the name of a single Deal beach boat other than their own, or boats that went out to sea or returned with them seen by them at the wreck, and inability to give any description of the state of the ship, as to its canvas, or its rigging, was to be remarked in the evidence of most of them. One or two showed that they were telling falsehoods, and made me believe that they knew more than they would say. One of the witnesses, a pilot of the name of John W. Arnold, tried to cast the blame on boats hailing from Broadstairs, but inasmuch as he swore to the presence at the wreck of a lugger, which at the time was lying on Broadstairs beach, with her timbers out, I did not give any credence to his testimony. The whole of the coastguard on duty at the time of the wreck at Deal, Walmer, and Kingsdown, were examined before me, but their evidence was clearly not to be relied on, and in some instances was plainly and directly contradicted. The assumption made by both officers and men was, that because it was their duty to do particular things, therefore those things had been done. They were bound to know whether any boats had put out to sea, or returned during their beat, and they consequently were positive in their answers and assertions that none but particular boats had on certain days been away from the beach. They were required to search every boat coming to shore, and they therefore declared that every boat had been searched. Owners of boats were called before me, who admitted that their boats had been off the beach on those days, in contradiction to the statements of the coastguard, who declared such boats had never put off at all; and the rope and canvas found at the paper mills of Messrs. Phipps & Ashdown had got there in spite of the strict inspection alleged to have been made.

On the day of the wreck the force of the coastguard was unusually small, as from each of the stations at Deal, Walmer, and Kingsdown, men were absent at gun-drill, and it was not until Friday, the 31st, that any extra precautions were taken to watch the beach. The beach at Deal is singularly well adapted for the purpose of landing without attracting the attention of the coastguard on duty, as the stages of the boats are between blocks of houses, which prevent a person who is engaged in examining a boat at one stage from seeing the landing of another boat at a different part of the beach.

The larger boats called luggers, used by the boatmen on that coast, cannot be hauled up without attracting attention, but it is perfectly possible for the smaller boats, galley punts, or common punts, to land without being at once perceived, especially at night, and unless searched immediately, their contents may be conveyed away into any of the houses or stores that are conveniently near at hand.

There is a great distinction between the class of boatmen who, owning or sharing in the ownership of a lugger, carry on the business and occupation of pilots, or, "hovellers," and the "bum-boatmen," who trade with the ships that

are from time to time in the Downs, supplying their crews with provisions and other necessaries, and often receiving ship's stores in part payment. The marine-store dealers themselves had boats, and, if not personally engaged, were interested in this latter trade. I have but little doubt that individuals of this latter class were the persons principally concerned in carrying off and disposing of the various articles of the "North" which have not been accounted for. The ship's instruments were to be got rid of by sale to ships in the Downs, as was also the furniture of the captain's cabin, and the less bulky articles, such as clothes, books, and tools, might easily have been brought ashore without discovery Rope and canvas cut up into small pieces would not have been stopped by the coastguard, if the boatmen asserted that they got it from a ship in payment for goods supplied by them, and even lengths of rope might be kept out of the sight of the searchers.

The length of time during which the men of the coastguard are kept in one particular district, varying from three or four years to 25 and 30 years, has a tendency to bring them into intimate relations with its inhabitants, and such intimacy cannot fail to have an influence on them, to which, if they were strangers, they would not be subject. Complaints were made in the course of the inquiry of the disinclination of the police of Deal to render any assistance in the search after the property alleged to have been stolen, and I am bound to say that such complaints were justified by the conduct of Mr. Parker, the superintendent of police at Deal, who confined himself to giving C. Forrester, a detective employed by Lloyd's, the names of two or three marine-store dealers, not mentioning the name of Foster, and to making some very superficial inquiries at the railway station.

The statements in the pamphlet as to the value of the articles unaccounted for, are a great deal too large in amount, and, I think, such value to be as follows:—

	£.
Sails and ropes, about	75
Stores and provisions	20
Chronometer and other instruments	50
Captain's effects	50
Mate's ditto	45
Men's ditto	100
Carpenter's tools	10
Copper	50
£.	400

These amounts are calculated on the price that might have been obtained for the articles at a sale, and not at the price required to place them new in the ship.

From the evidence taken before me, I have no doubt but that some of the inhabitants of the Deal beach were concerned in the appropriation of the articles already alluded to. Many articles, for the saving of which they got a fair reward, were brought in, but others which were worthless as far as salvage was concerned, were of value, if they could, in the words of one of the witnesses, "be had for their own," and such articles were taken possession of and not accounted for to the receivers. The suspected persons who have been examined, might have relieved their fellow townsmen of any imputation of partnership in this appropriation, but in no one instance have they been honest enough to do so, by confessing their own share in the business.

It does not appear to be the duty of either coastguard or receiver to take any charge of a wreck, unless it take place on the beach itself, and it might be worthy of consideration, whether inasmuch as there is an average of 60 wrecks a year on the coast and sands from the North Foreland to Dungeness, a small steamer might not be advantageously stationed at Dover or at Ramsgate, which could at any time convey men of the coastguard to a wreck, when possession might be taken by them, or such overlooking instituted as to prevent salvors from secreting any goods, &c., belonging to a ship.

In conclusion, I have to report that I examined 126 witnesses, some at Dover and some at Ramsgate; that, in my judgment, the inquiry was more usefully and less expensively conducted at those places, than it could have been if

it

it had been held in London; and to express my thanks to my nautical assessor, Captain Hunter, for his very valuable assistance, and to Mr. Cumberland for the able manner in which he did his share of the inquiry.

The employment of a short-hand writer made the inquiry about half as long as it otherwise would have been. If the Right Honourable the President of the Board of Trade desire a more detailed report, I shall be happy to furnish it, but in this one I have alluded to all the material points which the evidence taken before me, in my judgment, established.

I have, &c.
(signed) *Montague Bere.*

(A).

Sails said to have been in the Ship "North," when she was Wrecked on the Goodwin Sands.	Sails and Canvas taken to the Receiver of Wrecks.	Sails and Canvas required to make up the Quantity said to have been on board the "North."
2 Mainsails	1 Mainsail	1 Mainsail.
2 Maintop sails	19 Pieces, 3,200 superficial feet	1,135 superficial feet.
2 Maintop gallant sails	1 Maintop gallant sail	1 Maintop gallant sail.
2 Main royals	1 Main royal	1 Main royal.
1 Maintop staysail	1 Maintopmast staysail	None required.
1 Maintop gallant staysail	None	1 Maintop gallant staysail.
1 Main royal staysail	None	1 Main royal staysail.
2 Foresails	Half foresail and 260 superficial feet	1 Foresail and 839 superficial feet.
3 Foretopsails	None	3 Foretopsails.
2 Foretop gallant sails	96 Superficial feet	1 Foretop gallant sail and 1,104 superficial feet.
2 Fore royals	None	2 Fore royals.
3 Cross jacks	1 Cross jack	2 Cross jacks.
2 Mizens or spankers	2 Mizens or spankers	None required.
2 Mizen topsails	2 Mizen topsails	None required.
1 Mizen top-gallant sail	1 Mizen top-gallant sail	None required.
1 Mizen royal	None	1 Mizen royal.
1 Mizen staysail	None	1 Mizen staysail (new).
1 Mizen top staysail	None	1 Mizen top staysail.
2 Foretop staysails	None	2 Foretop staysails.
3 Inner jibs	2 Jibs	1 Jib.
2 Flying jibs	479 Superficial feet	236 Superficial feet.
2 Lower studding sails	1 Lower studding sail	1 Lower studding sail.
2 Top studding sails	2 Topmast studding sails	None required.
2 Topgallant studding sails	None	2 Topgallant studding sails.
2 Awnings	No awnings	2 Awnings.
46 Sails and Awnings.		

(B.)

WEIGHT of CANVAS, and of ROPE from the Sails, short of the Quantity said to have been on board the ship "North," when she was wrecked on the Goodwin Sands.

	Weight of Canvas.	Weight of Rope from Sails.
	Lbs.	*Lbs.*
1 Mainsail	511	179
1,135 Feet superficial of canvas of main topsails	207	300
1 Maintop gallant sail	228	70
1 Mainroyal	114	40
1 Maintop gallant staysail	136	40
1 Mainroyal staysail	30	14
1 Foresail and 839 superficial feet of canvas	565	222
3 Foretopsails	1,500	450
1 Foretop gallant sail and 1,104 superficial feet	408	140
2 Fore royals	228	80
2 Cross jacks	600	158
1 Mizen royal	56	30
1 Mizen staysail (nearly new)	100	50
1 Mizentop staysail	84	30
2 Foretop staysails	286	130
1 Jib	156	76
236 Superficial feet of flying jib	34	76
1 Lower studding sail	150	52
2 Top gallant studding sails	112	50
2 Awnings, say six bolts, No. 4	222	50
Lbs.	5,727	2,237
	2 tons, 2 cwt, 23 lbs.	3 lbs. less than 1 ton.

This estimate being made from the weight of new canvas and rope, some allowance should be made for worn canvas and rope; say, perhaps, one-fifth or one-sixth.

R. L. H.

The weight of the running rope and hawsers which have been taken to the receiver, appears to be 49 cwt. and three quarters in all. The weight which a ship of that size would have on board when she sailed from home, would be about five tons running rope, and two and a half tons hawsers, —something less than this weight, if made of manilla or coir.

R. L. H.

P.S.—Old rope will not weigh so much as new.

SHIP "NORTH."

COPY of the MINUTES of EVIDENCE taken at the INQUIRY instituted by the BOARD of TRADE into the Circumstances attending the WRECK of the "NORTH" on the *Goodwin Sands*, on the 30th day of August 1866, and the alleged PLUNDER on that Occasion.

PY of the MINUTES of EVIDENCE taken at the INQUIRY instituted by the BOARD f TRADE into the Circumstances attending the WRECK of the "NORTH" on the *oodwin Sands* on the 30th day of August 1866, and the alleged PLUNDER on that ccasion.

Board of Trade,
August 1867.

T. H. FARRER.

No. 1, Brick Court, Temple.—27th February 1867.

NUTES of EVIDENCE taken before *Montagu Bere*, Esq., Commissioner appointed o Examine into the Circumstances connected with the Loss of the Ship "NORTH," on he *Goodwin Sands*.

GEORGE BROWN, sworn; Examined by the *Commissioner*.

G. Brown.
27 Feb. 1867.

OUR name is George Brown?—Yes.
Vere you in command of the ship "North"?
es.
he started from Liverpool, did she not?—
m Birkenhead.
Vhen did she sail?—The 25th November.
n what year?—1865.
Vhere was she bound for?—Aden.
Vith what cargo?—Coal.
nd what was her tonnage?—1,238.
Vhat crew had you on board?—Thirty-one,
ncluded.
Vhat were they; how many able-bodied sea-
?—Twenty-two.
Vhat were the others?—Officers and warrant-
ers.
ust mention what they were?—The mate,
nd mate, third mate, boatswain, carpenter,
-maker, and there was a carpenter's mate,
irst, second, and third mate, boatswain, car-
ter, and carpenter's mate?—Yes.
nd you said sail-maker?—Sail-maker.
s the sail-maker in England now?—I am not
re.
Do you know what his name is?—Wood.
Vhere did he live?—He belonged to Liver-
l, I think.
Vere they all Englishmen?—No.
Iow many foreigners?—There was one Rus-
n and one American.
Did you see when they came on board, whe-
r they had chests with them?—I was not on
rd when they went on board.
Did you see, during the voyage, whether they
chests?—I believe the Russian had only a
.
Had the others chests?—Yes.
Are you able to say what was in any of those
sts?—No, I could not say.
Did the mate occupy the cabin with you?—
s.
The first mate?—The first, second, and third.
All three lived in the same cabin with you?—
s.
Had they chests?—Yes.

Do you know what was in them?—No; but I believe they were well full.

You, yourself, what had you on board?—I had a good stock of everything that was wanted, that was necessary for a long voyage.

Had you insured your goods?—Yes.

For how much had you insured them?—I had a speculation out with me, and I insured all going out for 250*l.*; my effects included.

What did you value your effects at?—£.150.

You made your voyage to Aden?—Yes.

How long did it take?—A little over three months.

To whom did the ship belong?—To Messrs. Conborough, Boyd & Co.

Where do they carry on business?—South Castle-street, Liverpool.

How was she rigged?—A ship.

What was the main rigging of?—Wire.

And the running rigging?—Some of it was hemp rigging, and some of it was Manilla.

Is there any difference, in value, between Manilla and hemp?—Hemp is more valuable.

In what condition were her sails when she started?—In the best condition.

Were they new or second-hand?—One suit of new.

And the other one?—And one half-worn.

Had you commanded her before?—I was in her five years.

Was the half-worn suit of sails a suit that had been in her as long as you commanded her?—No; the previous voyage they were new.

When was the previous voyage?—We went to Aden before.

With coal?—Yes.

And back?—No; we went on.

How long was that voyage?—Eighteen months.

How long had she been at Liverpool before she started again?—Two months.

Then you went to Aden?—Yes.

Did anything happen particular as you went out to Aden?—No.

Did you meet with storms, or any disasters of any kind?—No.

The *Commissioner*.] I should like to know whether

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whether you have any information upon this?

Mr. *Mercer.*] I shall have some questions to ask upon it.

The *Commissioner.*] When you got to Aden you unloaded your coals?—Yes.

Where did you go to from Aden?—To Galle.

And from Galle where?—Moulmein.

What made you go from Galle to Moulmein?—I went to Galle in search of freight, and there was none there, so I proceeded to Moulmein.

Could you not get a freight at Galle?—No.

Then you went seeking?—Yes.

Had you orders to go seeking from the owner of the ship?—Yes.

When you got to Moulmein, did you get a cargo there?—No.

Where did you go to then?—Bassein.

Did you get a cargo there?—Yes.

What of?—Rice.

Where was that to go to?—We touched at Queenstown for orders.

Was the ship chartered?—It was on owner's account.

Then you were to go to Plymouth?—No; we went to Queenstown for orders. From there we were ordered to Bremen.

When, at Queenstown, did you take in any provisions?—Yes.

Do you remember what you took in?—We took in almost everything.

Did you receive any account of what you took in?—Yes.

And did you send the account to the owners?—Yes.

Did you know what you paid for provisions?—I think all included, if I remember right, was about 126*l.*

Did you get anything for the ship, besides provisions?—Some rope, some cordage.

What was that for; for the running rigging?—For the running rigging.

What amount of rope did you get?—

Mr. *Harper.*] Mr. Boyd will probably produce that account.

The *Commissioner.*] What state were the sails in when you left Queenstown?—The best suit was not half worn, and the second suit was in good order.

You went from Queenstown to Bremen, and you were wrecked on the Goodwin Sands?—Yes.

At the time you were wrecked on Goodwin Sands, what sails were on her, the best suit or the other?—The best suit.

It was on the 30th August she struck?—Yes.

At what time?—Two in the morning.

What was the state of the weather?—Very bad.

Which way was the wind?—North-west to west-north-west.

Had she been driven out of her course by the wind, or how was it she got wrecked?—I was deceived by the tides and the weather; it was hazy. I imagined I was further from the light than I was.

How long did you stay on board of her after she struck?—It was about an hour.

What did you leave in?—In the life-boat.

Who left with you?—Fifteen of the crew.

Of the able-bodied seamen or officers?—There were only a carpenter and sail-maker with me as officers.

Did you, or any of those who were with you take your chests away?—No.

Where did you leave yours?—I left everything in the cabin.

What else did you leave in the cabin belonging to you besides your clothes?—Everything I possessed with me in my cabin.

Was there a chronometer in the cabin?—My own chronometer was saved.

Did you take that yourself?—No I gave that to the mate, who brought it on shore.

Were there any other chronometers on board?—Yes, belonging to the ship.

Where was that?—Close beside my own.

In the cabin?—In my own cabin.

Why did you not save that?—In the confusion it was forgotten.

Was it an old or a new chronometer?—I could not say the age of it; it was a very good one.

Had it been on board the ship as long as you had known her?—It was there when I went.

Do you know who was the maker of it?—I really forget now; it was a Liverpool maker.

You were picked up, I think, by a vessel from Bremen?—No; by a Texel pilot boat.

Where were you taken to?—Dover.

Did you land anything for yourself at Dover?—Nothing but what I stood in.

Have you received your chest back?—No, nothing.

Did any of the others land anything at Dover?—No; I believe there were two or three of the sailors had a bag with some trifling clothes in them.

Was the Russian one of them?—No.

What state was the ship in when she was wrecked?—In very good order.

Besides these suits of sails had you sent any others at all?—No; we had two full suits.

Where was the suit you were not using?—In the sail-cabin.

In the fore or after part of the ship?—In the after part.

Where was it; in the sail-cabin; was it packed up?—Properly stowed.

That was the old suit?—That was the one suit.

But that was the suit you had started with, was half-worn?—Yes.

Was there anything particular about the sails or the rigging of this ship by which you would be able to know them again?—No, I do not think there was; it is not likely I should know them again unless they were by me.

That is, if you saw two suits of sails, you would not know which belonged to the "North," and which did not?—No.

You did not see the ship again, did you?—I saw her from Dover Pier.

When was that?—Three days, I think, after she was wrecked. (*The Witness pointed out the position of the ship on the chart.*)

You did not go off to her?—No.

How much metal had she on her, do you know at all?—I could not tell the weight.

How high up was it?—Twenty-one feet and a half.

How long had it been on her?—She was coppered when she left Liverpool.

New copper?—New copper.

Are you quite sure about that; what makes you say she was new coppered when she left Liverpool in 1865?—Because she was away on

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onths' voyage, and I do not think they ave trusted the copper on another voyage. was the only reason you have got for she was coppered?—Exactly. ever got back anything you left on board?

uld not be 1865 you left Liverpool; it 1864?—Yes, it was 1864; she was 15 ut.

long does a suit of sails wear?—A ship y gets half a suit every voyage.

u mean to say she gets a new suit every ages?—Every two voyages.

do her voyages generally last 12 months nonths?—A voyage to Bombay and Cal- ould be under 12 months.

I take it that a suit of sails ought to last voyages?—Yes.

the second suit worn out by the time they England?—No.

you used them much on the voyage out me?—They had been bent several times; y were in a condition that they could be ain.

you examined them yourself?—Always.

you start with the old suit or a new suit iverpool?—The new suit.

long was that kept bent?—Properly g, the sails should be shifted every month veeks.

were they shifted so?—When it was pos-

you lost any sails by any storms, or any- f that kind?—No.

at all?—No.

in your passage from Liverpool to Aden, den to Galle, from Galle to Moulmein, or Moulmein to Bassein and home?—No.

you had any new sails on your voyage?

you know the value of a new suit; what ie sails made of?—Flax.

e they flax or cotton?—These were flax; , not cotton.

her of the suits?—No.

you remember how many of the sails you t?—There were four of the sails on each

Mercer.] You had 17 sails, had you not? ; that would be bent all at one time.

Commissioner.] Was the other suit full to tent?—Yes, with the exception of a flying

you had not a flying jib in the second- iit?—No.

Cumberland.] Were there any studding -Yes, a full suit.

ll suit of studding sails to each set?—Two studding sails, two topmast studding sails, ee topgallant sails.

he hold?—Yes.

Commissioner.] Were they all down in the in at the time she struck?—Yes.

t had you bent when she struck?—We ull suit bent.

Mercer.] Up to the royals?—Yes.

uld not be a very hard gale of wind?— was.

Commissioner.] Were they bent?—Yes.

t sails had you got set?—It was blowing y gale until we got as far as Dover, and s under single-reefed topsails when she

Mercer.] No; topgallant sails?—No.

she hailed off Dover by a boat, and asked 9.

by a man if you wanted a pilot to take her clear of the Goodwin?—No.

The *Commissioner.*] I do not think that is part of my inquiry; my business is to inquire about what happened after she struck. The only reason I ask these questions is to show her condition at the time she struck. I have nothing to do with how she got on the Goodwin, or what the cause of it was: but if you think that anything that happened before she struck is important, I will ask it.

Mr. *Mercer.*] I think it will bear.

The *Commissioner.*] Were you hailed by a man off Dover, and asked whether they wanted a pilot?—No, the only vessel that spoke us was a steam tug between Dungeness and Beachy Head.

Was that a pilot boat?—No; a tug boat; a steamer.

I ask you whether you were hailed when off Dover by a man who asked whether you wanted a pilot?—No.

Were you hailed anywhere on the coast and asked if you wanted a pilot?—No.

Did you give a signal for a pilot?—Yes; we fired off seven or eight blue lights.

Mr. *Mercer.*] That was after you were on shore?—No.

Where did you fire them off?—About Dungeness.

How far is that from where you struck?—About 20 miles.

Was any answer given to your signal?—None.

Were you on deck from the time you gave the signal until she struck?—Yes, all the time.

Who was at the helm?—The helm was relieved; I forget the man's name.

Mr. *Hugessen.*] There may be a difficulty about this course; because if this is taken down, the pilots might feel themselves affected by it.

The *Commissioner.*] My instructions are, to institute an inquiry into the circumstances connected with the alleged plunder of the "North."

Mr. *Cumberland.*] It has nothing to do with the striking of the ship.

Mr. *Mercer.*] Incidentally, it bears very much indeed.

The *Commissioner.*] In what way? If you can show that in consequence the sails got damaged, or any injury was done to what was in the ship, anything that can go to show that is material; but, supposing the Deal boatmen got her forcibly on the Goodwin Sands, I do not think that has anything to do with the inquiry.

Mr. *Mercer.*] Supposing the ship's master being insured, purposely gets the ship on shore.

The *Commissioner.*] His veracity at present is confined to matters that can be proved from other sources, because others can prove as well as Mr. Brown, what sails were on board, and Mr. Boyd can produce the account of provisions bought at Cork, and so on.

Mr. *Hugessen.*] We might leave it in this way: I have written to Sir Stafford Northcote, and said I thought it necessary the cause of the loss should be inquired into. Sir Stafford Northcote has not listened to that, and limited the inquiry to this matter.

Mr. *Capper.*] I spoke to him about it.

The *Commissioner.*] I think we cannot go into it.

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Mr. *Mercer.*] Then I will not press any of those questions.

Mr. *Hugessen.*] One word with regard to the pamphlet, because I should desire to know whether it is to be taken as the groundwork of the inquiry.

The *Commissioner.*] It will not be taken as the groundwork of my inquiry; it merely assists me.

Mr. *Mercer.*] There are circumstances which may make it necessary to call witnesses to contradict it.

The *Commissioner.*] I will tell you how I propose to conduct the inquiry: Having examined the captain, I propose if possible to get as many of the men on board, and examine them first, as to what was on board, and then trace it through the receiver of wrecks at Deal, the coast guard, the officers of the "Rose" cutter, and the pilot, Arnold. To get all those men before the answer is given.

Mr. *Cumberland.*] And any other evidence that may be obtainable in that direction.

The *Commissioner.*] I shall not take any of the assertions that are made in this pamphlet, except as matters that are to be inquired into.

Mr. *Harper.*] As far as they bear.

Mr. *Mercer.*] What were the jib-boom guys made of?—Wire.

Were they not Manilla?—No.

You swear that?—The flying-jib guys were Manilla, but the jib-boom guys were wire.

Were you short of rope when you got to Cork, that you purchased some there?—We did not purchase much.

Were you short of rope?—No.

The *Commissioner.*] What made you buy it?—We always buy a little spare rope when we get into a harbour.

Mr. *Mercer.*] What did you pay for the rope?—I really forget now.

The *Commissioner.*] Are there different sized ropes for different parts of the rigging?—Yes.

Mr. *Mercer.*] What rope was it you purchased?—Hemp.

For what purpose?—It was for clew lines and buntlings.

That would be very small lines?—Yes, cordage.

The *Commissioner.*] Was it rope or cordage that you bought, or did you buy both?—What is rope but cordage.

Mr. *Cumberland.*] There are only a certain number of ropes in a ship?—Yes.

And that was cordage?—Yes.

The *Commissioner.*] How much did you pay?—I really forget.

Did you have an account of it?—I laid out some money there myself, I paid some accounts.

Do you keep the accounts?—Yes.

You have not got those accounts with you, have you?—No.

What became of them?—I lost everything.

Did you lose your accounts?—Yes.

Have you been repaid by the owners for what you expended?—I have settled with them.

Did you charge them with rope that you paid for?—I really forget; it must have been in the account if I did not pay for it.

But did you pay for it; where did you buy it; in Cork?—In Queenstown.

Do you remember the name of the person whom you bought it?—No.

Did you order it yourself?—Yes, it was in what there was of it.

Then you ought to be able to tell us the tity and quality?—I think there were on or two coils.

Not more?—No.

Of cordage?—Yes.

What were the provisions you purchas Beef and pork.

Mr. *Mercer.*] How much beef and how pork?—Two barrels of beef and two barrels of

That was all you bought?—And about hundred and a-half weight of fresh meat.

That was all the provisions you bought at C —Bread, flour, and sugar.

How much bread and flour?—About 8 cw

Eight cwt. of bread and flour?—One b of flour.

You bought enough to carry you to Bren —Yes.

The *Commissioner.*] How long had you off from Queenstown before you struck?—It the fourth day.

What was the state of your provisions wh Queenstown?—Of the best.

When you bought at Queenstown, what q tity of provisions had you on board?—A tier beef and a barrel of pork.

Mr. *Mercer.*] You were nearly out of p sions?—Yes.

The *Commissioner.*] How long is the vo from Cork to Bremen?—I have been a mon the channel.

Mr. *Mercer.*] What is the usual voyage have been six weeks coming.

Is not the usual voyage from Cork to Bre about 14 days?—Yes.

And you laid in provisions for 14 days?—I in provisions to go to Bremen and bring the back to Liverpool.

Are provisions cheaper in Cork than at Bren —I do not know.

Had you ever been to Bremen before?—

Mr. *Hugessen.*] Is it your custom on goin voyages to take a return ticket in that wa provisions?—

The *Commissioner.*] Do you generally pr from the port to the port you are going, and b —Provisions were cheaper in Ireland, I thou than they would be at Bremen.

Mr. *Mercer.*] The quantity you say he barrel of beef, a barrel of pork, and 8 cwt. of b and a barrel of flour, was enough to carry ship with 30 men to Bremen and back to L pool?—While the ship would be at Bremen would be living on fresh meat there.

But it is enough to carry her to Bremen bring her back?—Yes, for a reasonable pass

The *Commissioner.*] What weight of beef pork is there in a barrel of each?—In a tier beef?

In a barrel?—About 200 lbs. of pork, be 300 lbs.

What did you pay for the beef a barrel really forget.

You forget the price you paid for beef?—

Did you pay yourself, or draw on the owne I drew on the owner.

The 126 *l.* included all your disbursement Cork?—Yes.

The 126 *l.* was the whole amount that wa pended at Cork for provisions?—That incl all that I had, boat-line and everything else.

126 *l.* included everything that you de-
t Cork for provisions, laying in stock, the
, and every disbursement of every dis-
, at Cork?—Yes.
many hawsers had you on board?—We
ran new one and two old ones.
re was the bran new one bought?—At
ol.
re you started?—Yes.
you ever used it?—Yes, it had been used.
it was not bran new at the time you
—No.
often had it been used?—I think only
out of Liverpool.
re was that when she struck?—It was

ed up?—Coiled up.
Mercer.] Quite below?—Below deck.
n in the hold?—Down between decks.
t size hawser was it?—Eleven inches.
Commissioner.] Where were the other
e old ones?—Beside it.
t size were they?—One was a nine-inch,
ere was a coir rope.
that old?—Yes.
long had that been in her?—It was in
I joined her.
Cumberland.] What was the length of the
awser?—About 90 or 95 fathoms.
the other?—The other had been cut; I
not say exactly; 50 or 60 fathoms.
h?—Yes.
Commissioner.] Were there three old
rs and a new one?—One new one and two
es.
one of those was a coir rope?—Yes.
Capper.] Are you quite sure it was so
fathoms?—Yes.
Commissioner.] Did you ever measure it
lf?—No.
at makes you say it was 90 to 95?—Be-
the length of the hawser is generally about
ength, from 90 to 100 fathoms.
Capper.] The length of an 11-inch haw-
—Yes.

Mr. *Hugessen.*] Would you ask him whether he has any schedule or list of his effects, that will enable you to judge of his effects being valued at 150 *l.*

Commissioner.] Have you a list or inven-
f your things?—No.
you say what you had on board, then;
stance, how many coats had you on board?
ad a great many.
d you 10?—Yes; they are light clothes, for
weather and cold.
you have them valued before you started
Liverpool?—No.
d you say they were worth 150 *l.*?—They
fully worth that.
d you any books on board?—Yes.
w many?—I had a bookcase.
t how many books had you got in it?—
s of every description.
Cumberland.] Was this a passenger ship?
e had been a troop ship sometimes.
Mercer.] Did you replenish your stock of
es out in India?—Yes, I did, at Moulmein.
hat did you get at Moulmein?—Not much.
en the stock you had on board, on striking,
t what you bought in Moulmein, were the
ns of your stock in 1864, when you started
Liverpool?—Yes.
9.

You think they had not deteriorated more than 50 *l.*; from 150 *l.* to 100 *l.*?—No. *G. Brown.* 27 Feb. 1867.

The *Commissioner.*] Do you mean to say you merely included your clothes and books in 150 *l.*?—Nautical instruments.

What nautical instruments had you?—A chronometer and a barometer.

You saved your chronometer?—I gave it to the underwriters.

Whose barometer had you?—My own.

But who was the maker; was it an Aneroid?—It was Janet Taylor's.

Mr. *Mercer.*] That is separate. In the list of 100 *l.*, that you say you lost, that did not include any instruments?—No.

The *Commissioner.*] Three quadrants and six compasses?—Yes.

And then comes "captain's effects, 100 *l.*" I want to know what you had that you valued at 100 *l.*; you had your clothes and your books?—Yes.

Do you mean to tell me your clothes were worth 30 *l.*?—A great deal more than that. I had clothes, books, charts, and instruments.

Had you any instruments besides these; these instruments are all independent?—I had some medical instruments belonging to myself.

How many medical instruments had you got? Not many. £. 150 was what I lost, I am sure, and more than that.

Mr. *Cumberland.*] £. 150-worth of what?—Of value.

But what were the things composing that; clothes, charts, books, and medical instruments?—Yes. I found the cabin with brandy, and all kinds of spirits.

The *Commissioner.*] How much brandy had you got?—I had brandy, and wine and tobacco, and cigars.

Did you furnish a list to the owner?—Yes, I furnished a list sent to the mate.

Did you say in that list, "Stores and provisions, stock laid in at Cork, for future use, 350 *l.*"?—It was something about that.

Be a little careful. Stores and provisions: what do you include in stores and provisions; only what was for the use of the crew, for eating and drinking, I suppose?—Yes.

£. 126 you spent for everything, at Cork; and when you came to Cork you had one tierce of beef and one barrel of pork on board; how did you get 350 *l.*-worth of stores and provisions: what do you include in stores?—Everything laid in.

What had you got when you got to Queenstown, in the way of stores?—A great deal of spare rope.

Surely you include that in hawsers, rigging, and sails, would you not?—No, everything for the use of the voyage.

You had spare ropes, I suppose?—Yes, and canvass.

What quantity of spare rope had you got?—I could not say now.

What quantity of canvass had you got?—Several bolts.

How much is there is a bolt?—Forty-five yards.

Where were those bolts of canvass kept?—In the cabin.

In your cabin?—No, in a spare berth.

How many bolts of canvass had you got?—I could not say; several.

What is the value of a bolt of canvass; about 2 *l.*?—Yes, about that.

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Anything else; ropes that you do not know the quantity of, and several bolts of canvass; what else; had you 10 bolts there?—No, I had not.

Five?—Perhaps about five.

Perhaps three?—Well, I could not say distinctly.

Will you swear there were three bolts of canvass there?—No, I would not take my oath to it.

Will you swear there were two?—There were some.

Will you swear there was any?—Yes, I will swear there was some.

Will you swear there was a whole bolt?—No; there might be different remnants without being one whole bolt.

Will you swear there were 45 yards of canvass on board?—Yes.

How much would you swear to?—I could not swear that.

Will you swear to 100?—No.

Sixty?—I would not swear to any quantity.

We have the bolts of canvass, and the rope; what other stores had you got?—In a ship of that kind there is such a variety of stores.

Was there a steward?—Yes.

Who was the ship's steward?—I forget his name.

Was the cook the steward?—No, there was a cook and a steward.

Can you find out the name of the ship's steward?—No.

Cannot you tell, by looking at the names of your crew, who the steward was?—Yes.

Do you mean to say you cannot tell who was your steward, or did you always call him by his Christian name?—Very seldom by his Christian name.

Cook or steward?—There was a cook and steward.

He was a common seaman?—No.

Do you call him an officer?—He looked after the cabin.

Mr. *Cumberland.*] And he acted as waiter, and so forth?—Yes.

The *Commissioner.*] Had he anything to do with the stores at all?—He had charge of the cabin stores.

But not the ship's stores?—No.

Who had charge of the ship's stores?—The third mate.

Who was that?—I really forget his name; he had been out of his apprenticeship the previous voyage.

He had sailed with you before?—Yes.

And you do not know his name?—I really forget.

Did he hail from Liverpool?—I think he was Welch by descent.

Can you give us any other stores you had on board except those you have mentioned, of the canvass and the rope?—There was the carpenter's stores.

The carpenter's tools are separate; what stores had the carpenter got?—Timber, and nails, bolts.

How much was that worth altogether?—I could not say.

What quantity of timber had he got?—Some deals for carpenter's use.

Half-a-dozen planks?—Perhaps about that.

What weight of nails?—There were a variety of different sizes.

Cannot you give us anything more; we are a long way from 350*l.*?—I could not describe them, the ship was well supplied with [illegible] thing.

What cabin stores had you got?—W[illegible] sugar and butter.

How much sugar had you got; bro[illegible] white?—Some of each.

How much had you got; I do not mean you bought at Cork, but what had you on when you got to Cork of sugar and butter?—had none.

What stores, except the cordage and and the carpenter's planks and nails, had board when you got to Queenstown; ha[illegible] got 20*l.* worth of stores on board?—Yes, than that.

£.25?—I could not say exactly.

Mr. *Mercer.*] You will not swear it was than 25*l.*?—No.

The *Commissioner.*] You did not find th[illegible] niture of the cabin yourself?—No.

Was that found by the owner?—By ship.

What did the ship find also for you?—[illegible] so much a month to find the cabin.

Had you got any silver or any plate?—N[illegible]

Did you use steel knives and forks?—Ye[illegible]

How many knives and forks had you g[illegible] were all the things supplied by the ship [illegible] 5*l.*; the knives, the forks, the basins, teapo[illegible] whatever you had, everything; were they [illegible] 5*l.*?—Yes, I should say more than that.

£.5. 10*s.* the outside?—Perhaps 10*l.*

Mr. *Cumberland.*] There was the cabin [illegible] niture; have you said anything about th[illegible] That belonged to the ship.

The *Commissioner.*] How much of the [illegible] of the whole ship's rigging does the wire rig[illegible] represent?—I should say a third.

What is the value of the whole rigging of a ship as that?—It must be a great deal; I [illegible] not say.

Mr. *Mercer.*] Is it not half the value; i[illegible] the standing rigging half the value of the w[illegible] rigging?—From a third to a half.

The *Commissioner.*] I suppose wire rig[illegible] would have got less injured in the voyage the running rigging?—Yes; excuse me Queenstown there were tailors and shoem[illegible] on board, and I had to remit to a tailor and [illegible] maker, from Liverpool, about 150*l.*

What for?—For the sailors' new clothes boots, and things.

You knew the sailors had bought new t[illegible] at Queenstown?—Yes.

How many of your sailors had bought things there?—All of them.

And you had to pay money to the tailo[illegible] the shoemaker at Queenstown for your cre[illegible] Yes; I had to remit the shoemaker's bill the tailor's bill.

Did you send those things to the owner remitted them myself.

To whom?—To the tailor at Queenstown.

Did you send the bill back to the tailor sent the amount of his account.

What did you do with the bill?—I think bill was lost.

How much did you pay the tailor?—I thi[illegible] was about 150*l.* altogether.

Where did you send the money from?—I Liverpool.

The ship's papers were all lost?—Yes; I s[illegible] my wages book, that is all I saved.

Mr. *Mercer.*] Why did you not pay the t[illegible] and the shoe maker at Queenstown by a dra[illegible]

owner, the same as you did with the cord--I kept the account of the clothes and off their accounts.

ıy?—Because that is a proper thing to do.

e *Commissioner.*] You deducted it from wages?—Yes; that is the general way.

hat is the name of the person you remitted ıoney to at Queenstown?—That could be found out.

w did you send it, by cheque?—Yes, I sent cheque.

hat bank was the cheque drawn on?—I forget.

hat is your bank?—I kept the money off accounts.

ıt you say you paid the tailor and shoemaker cheque; on what bank did you draw that ıe?—In Liverpool.

ıu do not know whether it was in London iverpool?—I really forget.

ɔu must know what bank?—I gave it to the in the office to get for me.

ıve what to the clerk in the office?—A ue.

ɔ get what?—To get a cheque to send to enstown.

ıe clerk in what office, the office of Mr. Conugh?—Yes.

Vhat was his name?—Hixon.

o you mean to say you told Hixon what you ed, and he got a cheque for you?—Yes.

nd then you sent that cheque to Queens-ı?—Yes.

r. *Mercer.*] You did not give him the money rself?—No; I sent it.

ou did not give the clerk, Hixon, the money? es; I must have done that.

Vhat money did you give him?—I really forthe exact amount.

Vas it gold or notes?—I forget.

Vhere did you get the money from to give to ?—I kept it off the men; I kept it off the rs out of their wages.

Vages that were paid to you?—I paid the off.

he wages were paid to you by the owner to the men?—Yes.

nd you deducted from that 150*l.*?—In all.

nd you gave that 150*l.* to the clerk?—He it from me.

id you give it in gold or notes?—I forget.

[r. *Cumberland.*] Was this process of making very large deduction from the wages of e men gone through before a shipping master equired by law?—Yes.

ou know, under the Merchant Shipping Act, e are certain provisions requiring the settlet of wages, and so forth, in the case of foreign-g ships, as this was, to take place before a ping-master, or the superintendent of merile marine, as he is called?—That was done re the shipping-master at Liverpool.

[r. *Hugessen.*] These were things bought at enstown?—Yes.

n the return voyage?—Yes.

[r. *Mercer.*] On the way home the last time? es.

he *Commissioner.*] When you touched at enstown?—Yes.

[r. *Hugessen.*] How does it happen if you 150*l.* for a portion of the effects of the men, you only charge what you do?—It might be *l.*

he *Commissioner.*] Did the mates buy any-

thing at all?—They did, some, not so much as the men. *G. Brown.*

Was that treated in the same way, by deductions from their pay?—All the same. 27 Feb. 1867.

Mr. *Harper.*] Was it included in that 150*l.*?—Not the mates.

The *Commissioner.*] You sent in a return of things, and valued the men's things at 130*l.*; so that you valued the 26 men's effects at 130*l.*, and yet you paid nearly 150*l.* for them at Queenstown; had they become 20*l.* worse in four days?—I do not think I valued the men's effects.

Mr. *Mercer.*] Do you know what the clothes were they bought at Queenstown?—From a tailor and from a shoemaker.

What were the things they bought there?—Some of them whole outfits.

Pea-jackets, &c.?—Yes, and fine clothes as well.

The *Commissioner.*] When did you get back to Liverpool; on the 30th of August you struck?—Yes.

You got to Dover the next day, or the same day?—The same day.

The 30th?—Yes.

When did you go to Liverpool?—I think it was the 5th of September.

When did the crew get to Liverpool?—Half of them got from Deal two days before me.

Some of them got there the 3rd?—Yes, and some the 4th.

Were they all in Liverpool before you came?—Yes.

The officers and all?—Yes.

When did you have the reckoning about the wages; how many days after you got to Liverpool?—It was the 7th, I think, I paid them.

Mr. *Cumberland.*] The 7th of September?—Yes.

Last year?—Yes.

That is the time this transaction took place before the shipping-master?—Yes; as I paid the men their wages, I kept off each what I had paid for them.

Who was the superintendent of mercantile marine that you were before; do you know what his name was?—No.

Where was it?—At Liverpool.

The men who went with you in the boat, how were they dressed?—Some of them only had a shirt and a pair of trousers on.

How many had only a shirt and a pair of trousers?—All of them nearly.

Were any of them fully dressed?—No.

Mr. *Mercer.*] But you were an hour on board before you left her?—Yes, but we took all the time to get the boats out.

The *Commissioner.*] Did you leave in a great hurry?—Yes.

Mr. *Hugessen.*] Did you think the vessel was going to be broken up at once?—Yes.

Was the ship washed over?—She was having the sea washed over her.

The *Commissioner.*] How was the vessel lying when you left her?—With a heavy list to port; she was then full of water, I imagined. When we went upon the sand first, she bumped heavily, and then she lay still on the ground, the same as if she was full of water.

Mr. *Cumberland.*] As a matter of fact, was she or not full of water?—I am certain she was.

The *Commissioner.*] The sea had washed over the decks?—It was coming over; there was a little on the weather-side.

G. Brown.
—
27 Feb. 1867.

You say it had washed over?—I said a little on the weather-side; there was nothing to wash anything away.

Why were you in such a hurry to go away; because you did not take your clothes away with you?—Because the decks were breaking under our feet, and the seams were opening.

The sea was not washing over your decks?—The sea was coming the weather-side.

How much over the decks?—Nothing to wash anything away.

Is it a usual thing, when the sea is only washing over in the slight way you describe, for the captain and the crew to be in a hurry to go?—I was uncertain what time of tide we grounded; had it been a quarter-flood or a half-flood the tide would have flowed over us.

What was the state of the tide when she struck?—I was deceived by the tide; it was half-tide at 12 or a quarter past 12.

At night?—Yes; and when we grounded the tide was running strong to the north-east; I thought it was running the other way, and I was uncertain as to the state of the tide.

Mr. *Cumberland.*] Was that a strong tide?—At the meeting of the tides between Calais and Dover it is very hard to understand them.

Mr. *Capper.*] Did you understand them?—I have watched the tides in that part of the Channel, but I found I was quite deceived.

Mr. *Mercer.*] Which side of the South Sands Lighthouse did you go?—The south side.

That is the outside?—Yes.

The *Commissioner.*] What cargo of rice had you?—We had not quite 1,500 tons.

How much would a bag of rice weigh?—Nearly a cwt. and a half.

Then you would have about 30,000 bags?—No.

You would have 25,000, certainly, according to that; had you 25,000 bags?—No.

Did you keep the two Foreland lights in one?—No, I kept them a little open.

Which side did you go in; which side of the South Sands Head did you go, or try to go?—I came out here (*referring to the chart*).

Then you kept outside the South Sands Head?—Yes.

Mr. *Mercer.*] And the wind was blowing south-south-west?—From north-west to west, and we were going in this way (*describing on the chart*).

The *Commissioner.*] How did you get there?—It was hazy.

I suppose you thought you were going there, and you were not?—No; I kept the proper light as well as I could see it.

Mr. *Mercer.*] Do not you know the sailing directions are, to keep the two Foreland Lights in one, to go clear of the South Sands Head Light?—No.

The *Commissioner.*] Was she on the land-side or the sea-side of the sand?—The sea-side; I had the proper lights open.

Did you have letters from your owner at Queenstown?—Yes.

Were they lost?—Everything was lost.

They have got copies of them, I suppose?—Yes, perhaps they have.

Whoever wrote them; by whom were they signed?—I think Mr. Conborough.

Mr. Conborough himself?—Yes; they might be written by a clerk; copied by a clerk.

But signed by Mr. Conborough?—Yes.

Had you the charge of the sails during voyage?—No, the sail-maker had.

And the handling of them?—I used to exam them with the sail-maker.

Mr. *Harper.*] Did you examine them minute —Yes.

So as to become acquainted with them?—Y I knew the condition of them.

Generally and broadly?—Yes.

So as to be able to identify them?—All sh sails are made alike; in the same way.

Mr. *Cumberland.*] It is suggested master should be asked whether, at the ti the vessel struck, he was navigating the s personally, or one of the officers?

The *Commissioner.*] Were you navigating ship yourself?—Yes.

Mr. *Mercer.*] You have never been to D since the wreck of the ship?—Yes, I was tw at Deal.

The *Commissioner.*] Have you seen any of things that were left behind on the ship wh you left?—No, I went to Deal to see what thi had been saved by the wreckers.

Did you see the receiver of wrecks?—Yes.

Did he show you certain things that came fr the "North"?—Yes.

Have you seen any things that came from "North"?—Yes.

Have you seen any things that came from "North", except what the receiver showed yo —No.

Were you taken to any place to see if y could find anything that came from the "North —No.

Were you taken to a man called Foster?—that the name of the receiver of wrecks?

No. Were you taken to a man called Fost to see whether you could see any things belo ing to the "North" there, a marine-store deal —No.

Did you go back to Liverpool immediately Yes.

Did the receiver at Dover show you anythi —No.

You only saw what the receiver at D showed you?—Yes.

Mr. *Cumberland.*] Or the receiver at Ra gate?—No.

The *Commissioner.*] You say you saw noth but what the receiver at Deal showed you Yes.

And did you think what he showed you was much as was left on board the ship?—It was o a trifle I saw at Deal.

What did you see at Deal?—I saw some sa

How many sails did you see?—As far as I member, I think there were 13 pieces.

Any whole sails?—I did not examine them, see whether they were old or new.

Any whole sails?—No, not a half.

There were no whole sails?—Yes, I supp there was a whole sail.

I want to know whether they had been cut pieces?—Thirteen pieces of sail.

Mr. *Mercer.*] Thirteen sails, you mean?—Y

The *Commissioner.*] Each sail complete itself?—Yes.

Not cut up?—Yes.

Were those old or new sails?—I could say; I did not examine them.

What quantity of rope and cordage did y see?—I saw the new hawser there.

l what else?—Some parts, I think, of the
hawser; it must have been cut.
re were pieces of hawser there besides?—

you see any coir hawser?—Yes, I think I

Mercer.] The masts had gone overboard
you left the ship?—The main topmast had
When we were picked up by the "Texel"
oat, and coming in from the sea, I saw it
ne overboard.
Commissioner.] When you left it had not
verboard?—No.
Mercer.] That carried away the rigging
?—Yes.
l all the yards belonging to the main top-
vent overboard?—Yes.
y went over the side with the main top-
mast?—It is probable; we were not there, of course, to see; I was at Dover a long time, and I was called upon by Messrs. Conborough & Co. to come to Liverpool to pay the men off.

There was nearly one suit of sails at the receiver's; there were 13 out of 17?—Yes.

Was your steward Edward Shillibeer?—Yes.

The sailmaker, William Woods?—Yes.

Who was Marco Voitch?—An Italian.

Among the foreigners, there was an Italian on board besides?—Yes.

And Karl Bloom was the Russian?—Yes.

And the American?—I discharged him at Moulmein.

Then he was not on board?—No.

[Adjourned.

Dover.—8th April 1867. 10 a.m.

Re "North."

Second Day.

Thomas Dennis, a Marine Store Dealer at Oxbery-street, Dover.

T. Dennis.

8 April 1867.

September 3rd, 1866, I bought goods from James Wilson. Two men came; Crapnell and he came together; rope, 2 cwt. and 22 lbs.; 10*s.* 6*d.* cwt; he said he got it from ship off sand; he said captain knew it, and there was no fear of no bother; Captain Russell; it was given to us for allowance; it was hemp rope; it was shroud laid; it was in different lengths; three or four fathoms, from four inch to three inch thick; it was not standing rigging, it running rigging; the rope lay there until I about a ton; it was sent to Mr. Phipps' p mill; I sent it out by Bush; the rope bought all at one time; I don't thin bought any other rope from the "North. bought blocks, 11 of them; gave 10*s.*; came from the ship "North." I gave I thought was a fair price.

James Wilson, 3, Clarence Cottages, a Sailor.

J. Wilson.

I belong to Harbour Tug, and I belonged to it in September last. With Captain Russell, on Monday, August 31st, I went out to place where "North" was wrecked; it was between 1 and 2 p.m. that we got there; 10 besides myself; plenty of people on board; a great many boats round her; the boats belonged to Deal, Kingsdown, and Walmer Road; the name of Deal was on them; I dare say there was 12 to 14; smack was Dover; the "Gipsy Queen" belonged to a man called Frost; some of them in the boats; they were looking after the boats; the people on board were getting what they could; there was very little but cargo when we got there; the sails were gone, several pieces were knocking about; very small pieces lying on deck; no single whole sail; one piece left on mizen or main rigging topgallant sail; mast standing; lanyards were out, except of mizen, and taken away; it was either cut or torn off. I did not go up aloft. The running rigging was eight or ten fathoms; I got 22*s.*; there were some more pieces knocking about on deck and some blocks; I picked up some and Crapnell picked up some, and Pont. Captain Manser was master. We were all standing together; between 20 or 30 Deal boatmen. We were on quarter-deck, they were on main-deck, and some right forward on topgallant forecastle. We stopped on board. I think there was a piece of gasket, common rope gasket, some of block stripes, painted white, some of them loose pieces; I saw loose pieces. I don't think any portion of running rigging; piece of main topsail-brace, that was aloft from main topsail yard to mizen. Captain Manser went up to get it; eight or nine fathoms, three-inch. We took spare pieces of canvas, not a yard square; they were given up to the police. The metal was all gone. I saw a Deal galley-punt very deep in water; this was on the Saturday. The lighter was left all night. The divers came from Whitstable, on the forenoon on Saturday. I saw her leave the ship, and go across to Deal; three men with her. I did not know any of the men. I could not see what she had in her. We could see her from South Foreland, two miles off. I heard quarrelling between Captain Russell and Deal boatmen. Captain Russell was stopping them from interfering, and asking what he h do it. They did not stop; though he did spe was not of much use. Some pieces of old iron put into galley-punt some way forward; iro longed to windlass; they were knocking it to pi not windlass handles; cross-head; it was very pieces; not very big pieces; boats close a side. The divers were used for getting rice I can't say what was state of tide. Ca Russell gave piece of main-brace to our cap He also said we could have any little thing allowance. He told Mr. Irons; he did not s was to be in money or in goods; it was on day I sold them. The "Palmerston" had out to "Dutch Grig," but not to tug. No ference between a Deal boat and a Broads boat, broadsides on. There was a Broads lugger and a Margate lugger knocking a alongside. I would not say there was four Broadstairs boats. The men were d nothing when we came up; there were than a dozen. They were taking anyt they could get. There was no sail. I think main topmast was gone. I don't main topgallant mast was gone. I won' sure whether. It would not get down to topgallant rigging. They grumbled terrib. Captain Russell getting on board. There more boats in the morning than afterwards; of them were stripping off copper. I could see how many men. It was principally on board. She had a little list to port. I coul tell how much water, nor how much copper of water; tug draws about 7.7½ feet of wa she could not go alongside; I think she c not get alongside. It was yellow metal is cheaper than copper. I think the ship working in sand; her back was broken; we c hear her cracking as the tide left her, abaft forechains, somewhere by main hatchway. was broken; sand working away more for than aft. The sea was middling fine; not en to wash over her. I did not see any for boats knocking about. I should know a Fr from an English boat. Any one could stan deck. The barge belonged to Dover Harb The divers were employed; no Dover men, a as I know. Thomas Pont went out with

J. Wilson.

8 April 1867.

The rope and canvas lay on steam casing we got into harbour; it was not stowed. we washed the decks down we put it down We had things given us; two or three to Dennis. Manser knew of it, and Mr. knew we had it. Rope very short; might iece six or eight feet long, except the piece e. Never had any stuff before in same I went on board "North" myself. I did not see any appearance of vessel having been washed by sea; carried up rope on quay, and had a barrow and took it openly. We landed on Clockhouse Quay, Belgium boats' berth; no officers of customs; 10 or 11 a.m., broad daylight. Tug was lying in same berth when rope was taken out, almost opposite Custom House. Prebble threw belaying pins on board lighter; they were of iron.

GEORE MANSER, Master of the Harbour Tug.

G. Manser.

MEMBER Captain Russell hiring the boat. in Russell came on board soon after 6 a.m. on afterwards set out for wreck. James n was on board. It took us more than r, nearly eight, when we got to ship; she little list to port; she was lying a long out; five feet of water aft. Just after tide, four days after spring. She ap- to be sitting very even; starboard for- and port aft. We drew seven feet, and not get on board. We did not go on board but Captain Russell and Mr. Irons went side ship in one of the diving cutter's boats. und the diving cutter and "Gipsy Queen;" cked them up on road. "Gipsy Queen" from Dover. "North" was surrounded by , both sides; they were English boats; I not tell whether they were Broadstairs, gate, or Deal. They were taking away ing they could lay their hands on; they stripping copper off starboard side; they ot it off down to low-water mark, from stem rn, five feet. A streak is about 14 inches. ships are coppered up to 22 feet; she was high up; she was not coppered as high up. feet five inches taken off. We stayed a little time, and then went back to Dover. We d about 1 a.m. to go back. We towed back a r; Thomas Pont was on board the lighter. ot to the vessel about 2 a.m. She still had port; water up to her paint streaks, up to overing board. She was more down fore aft; a very little. Tide would be about high r, or might have turned; it was flood. Not ny boats as in the morning. Did not see s of any of them in the afternoon. In the ing she was stripped to a "gantling." s of sail on her main yard; pieces of square ail on port side of yard, perhaps a foot ; it had been either cut or torn off. The rds of her mizen rigging were cut. I did go on board. The lighter was brought side; they brought her to anchor; 30 or nen; they were taking the cargo; they breaking up capstan; trying to knock the lass to pieces. Tide about 15 seconds later South Sand Head, from west to east. He l them what they were going to do with they said they were going to take it ashore. told them they were to put it aboard the er or otherwise take it to Dover. They they should not take it to Dover; they ld take it ashore. He said he should prose- them; they wished his b——y old head under the keel. He said he would pro- te; he said he was sent there to protect the and cargo. I thought they would have wn him overboard, but they did not; they ot put their hands on him. I saw on boat an hain cable, and another with some cast-iron; s the bower chain. The boat was very deep; that was a galley punt; it is about four to five miles to Deal; about 5¼ to Dover; three miles from Kingsdown. I did not see any canvas or rope in boat; some of the "Gipsy Queen" crew were on board. They did not use these words to Captain Russell. Some of them, they loaded their boats with rice; dry as bone; they went towards the English land. I did not see them land towards St. Margaret's Bay; no foreign boats the second time. Mr. Frost and Mr. Cullen were there; Cullen was aloft for the purpose of getting maintopsail brace. I asked Captain Russell if I could have rope hanging from mizen topmast head; he said, yes; several pieces of rope, short, lying about deck, and two or three pieces of canvas. I went aloft; I got two standing parts of maintopsail braces; they were made fast with lashing eye. I had to cut the seizing, six or seven fathoms in each piece, the other piece was gone. I had it coiled up and put on board the lighter; that was used on board the lighter; a small piece was given to police; that was Manilla rope 3 or 3½ inch wide. I saw some rope on board the tug, and came on board from "North." Captain Russell was in the boat which brought it to tug. Rope was in boat. Captain Russell said he should make them some remuneration; he did not say whether money; no running rigging; the standing rigging was there; we stayed all night, and anchored fair; berth inside sand; we came back to Dover Saturday night. I went to ship about five a.m.; Captain Russell and I went again. There were three or four boats came to her when we went; came away from English land; open boats, galley punts. There was a good bit of cargo out; 900 bags in lighter. Boat was on board of tug. Mr. Irons had letting of lighter; three diving cutters about ship. I stayed till I got frightened; 11 a.m. she was snapping fearfully; you could see her bow sinking forward. There was one crew of Deal people putting cargo on board of lighter at 2*s.* a bag; that was all I saw of ship. Rope was lying on deck; it was taken on shore on Monday about noon; there was no concealment about it. "North" was most likely sanded a little; I did not notice any water on her decks, except right forward. Maintop-gallant mast was gone, and mizen gone too; they were hanging by rigging on port side; hanging out of water. Some boats decked, and some open were there in the morning; principal part galley punts; three or four decked luggers, fore peaks; all the others galley punts and sand flees. Plenty of cockroaches. I don't think maintop-mast was gone on Friday or on Saturday. I went down with Captain Russell. All the fittings, locks, handles of doors, were gone; panel and doors, woodwork, iron, and metal, were all gone.

William Johnson Cullen, one of the firm of Johnson & Cullen, of Dover.

W. J. Cullen.
8 April 1867.

The "Gipsy Queen" belongs to my partner, Johnson; partly sailed, and partly towed out the ship. We got there about eight a.m.; there were great many boats about ship. I was on board first man from Dover. Captain Russell and Mr. Irons stayed in boat. Quite 50 men when I got on board. They were getting copper and sail on board; very little running rigging aloft; it was laying about deck, just fragments. Captain Russell told me if we started on cargo, it would pay better than anything to cargo. We asked them to join; they were five of ours on board ship. We got 767 bags on board, and put them on board smack. All boats went towards English coast, no cargo in them; they were stripping ship; cutting lanyards and unreefing the rope of lanyards; stripping metal off ship bottom. They put metal with their boats. I don't think any came back while I was there. The deck had been washed. The sailors' chests were lying on deck with lids off; plenty of clothes, and beds lying all on the deck. I went down to sail-cabin about 11 a.m.; there was nothing [illegible] but a few blocks with straps cut off, which [illegible] Latham's store now; and mizen topsail back[illegible] two topgallant-stays, 50 or 60 blocks, bo[illegible] capstan, two or three pieces of chain. I to[illegible] I got from ship to Receiver. Mr. Latham is Li[illegible] agent. I took a Manilla warp, and an iron [illegible] full of biscuits. Thousands of cockroaches l[illegible] on board. No foreign boats round the vessel. [illegible] old clothes, and beds on deck, not worth tro[illegible] The good clothes would have been gone be[illegible] we came. Beef casks quite empty. She [illegible] been stripped down eight or nine feet on [illegible] board, and about six or seven on port side, [illegible] mainmast to forward of main-chains. She wa[illegible] sand. Just before main-chains, all on wea[illegible] side, was stripped off; stripped within two fe[illegible] deck, not quite; between 90 and 100 fee[illegible] length. They stripped the metal off with lad[illegible] and planks, pitchforks—three prongs. Three [illegible] a half more forward than aft. Weight of ancl[illegible] and chains took her right forward.

George Manser, re-called.

G. Manser.

She was logged amidships; we thought we might have got her off; and we should have had [illegible] off if the weather had been fine. A great deal of copper off forward.

John Pribble, Ship's Mate.

J. Pribble.

I went in the afternoon with Captain Russell. I was assisting in getting out tanks; [illegible] cracked and split, and we went aft; they were between main and mizen masts. Brass locks [illegible] bolts chopped off. Brass locks from pantry were taken away. In the forecabin a sack or two [illegible] straw. Carpenter went with me in the "Palmerston"; he went to look for his chest; he kept [illegible] chest on deck next to house whence we took tank out; in the deck house. Captain Russell sa[illegible] "Any little thing you men could have"; five or six bags of rice in boat I came alone in; 16 belay[illegible] pins belonging to "North." He could not land rice in lighter because weather was so bad.

Thomas Pont, Seamen on 31st August on board the Tug.

T. Pont.

I steered lighter; harbour lighter; I was only person on board; the divers came on board; [illegible] went on board tug.

Town Hall, Dover.—9 April 1867.

;OCEEDINGS before *M. Bere*, Esq., Inspector, and Captain *Hunter*, Nautical Assessor, appointed to Inquire into the Circumstances connected with the Wreck of the Ship "North."

Third Day.

John Coram, sworn; Examined by the *Inspector*.

J. Coram.
9 April 1867.

:E you the Superintendent of Police at ?—At Dover, I am.

u took James Wilson into custody, or did ee him after he was in custody?—I saw him vards. I should say, previous to his being into custody; I went to a marine-storedealer's ommercial Quay, of the name of Dennis, Captain Simpson, of London, and there we l 11 blocks and a quantity of rope, which ıfterwards identified by the mate.

ıe mate was Andrew Boyd Baird?—Yes.

ıve you been employed searching for other ers belonging to the "North"?—Yes, I have to several places; to Dover, and also to River.

d you go to Mr. Phipps's and Mr. Ashdown's ?—Yes, to both.

d you go with Captain Simpson?—With ain Simpson and a detective officer.

as the mate with you at any time?—Yes.

ow many times did you go?—I think I went iver three times; once with the mate, and with Captain Simpson.

n you fix the day you went with the mate? lo not think I can.

as it the end of September?—No, it was in ber.

ter the 3rd?—After the 1st of October. lay was the 1st. I went there with Captain son and Mr. Brett; after that I went with nate, and saw a large quantity of rope there; nk seven or eight tons.

ou saw that rope at the Crabble Mills?—Yes.

d the mate pick out from that rope certain s?—Yes, a great many pieces.

nounting to a considerable quantity altoge- ?—Yes.

x cwt.?—Yes, full that, I should think.

d he point out to you particular marks by h he knew that?—Yes.

as that the only time you went with the ?—I think it was.

d you go with the mate at that time, or any time to the other mill higher up at River? went to River as well after that; the same I think it was.

as there canvas shown to the mate there?—

was a large quantity of canvas?—Yes.

nd he picked out a few pieces, only two es, did he?—I think more than that. I think icked out several pieces; I have two very pieces now; one in particular at the station, nvas.

What is the size of that?—I cannot tell you.

Will you send for it; where did you get that from?—From Mr. Ashdown's mill.

But at River you only got small pieces?—There were several sizes picked out; I cannot tell, I am sure; I think they were left in the possession of Mr. Gould.

The two pieces of canvas of which you speak, where did you get those from?—They were brought from the mill by me and Captain Simpson, and the detective.

And they have been in your possession ever since?—Yes.

And were those recognised by the mate?—Yes, he knew them immediately.

Did he give you any reasons for knowing them?—Yes, by the patches put on them.

Did he tell you what they formed part of—of what sails?—I do not know. I cannot remember.

You cannot remember what day it was?—No, I cannot; it was in the week I know after Wilson was taken into custody.

He was examined on the 3rd of October?—Yes.

It must have been just after that?—Yes.

Did Mr. Ashdown tell you from whom he got them?—Yes.

From whom?—He bought them of a man of the name of Barber.

Did you know his Christian name?—William Barber.

Do you know where Barber is to be found now?—I believe he is here in the town.

He kept at one time the "Mechanic's Arms"?—Yes.

Since that he has been unfortunate in business?—He is still carrying on business.

He is a marine-store dealer?—Yes.

Did you make other inquiries in Dover besides what you have told us, or in the neighbourhood?—Yes, we went to several places here, where it was likely they would purchase any article of this description.

As far as you know, were there any other places, except the mills of which you have spoken, where there was property belonging to the "North"?—I think there was some with a man of the name of Dowell, a marine-store dealer; he had some, if I recollect rightly. I think the mate saw it there; I cannot exactly speak correctly to that.

What is his Christian name?—I think it is Edward; but Mr. Ashdown said he purchased

J. Coram.
9 April 1867.

some of this canvas of Dowell as well as of Barber, I think.

Where does Dowell live?—At Charlton; he keeps a public-house as well a marine-store dealer's shop.

Did you go anywhere else besides to Dowell's to search?—Only to River.

You did not go to Deal?—I went to Folkestone on one occasion.

Did you find anything at Folkestone?—No, I did not succeed in finding anything there.

Is there anything you can tell us more upon the subject?—No; I do not know anything more that I am aware of.

Are there policemen on duty on the Belgian boats' quay?—Always one there on the arrival—waiting for the arrival.

But during the day?—That forms part of his beat, and he has got some distance to go.

Supposing rope landed from a tug upon the quay, and allowed to stay there openly in the presence of the world, would the policemen interfere?—I think not; there are the harbour police.

There are harbour police besides?—Yes.

How many harbour police?—Five or six.

Are they supposed to be on duty at this qu —Yes, and they ought to take notice of ev thing that comes on shore, and there is al coast guard too.

How many coast guard?—I am not aware.

Mr. *Cumberland.*] They are not in the i harbour?—They go to the north pier head; t would have an opportunity of seeing anythin the harbour.

Anything brought in?—Yes.

But the duty of the coast guard is confine the sea?—Yes; but there would be a Cus house officer.

The *Inspector.*] On this quay there was on your policemen whose beat it was; the harl police and a Custom-house officer?—Yes, the policeman would not take that.

Captain *Hunter.*] And none of them asked man whether he had a pass from the ship w taking the rope away?—It would not be the of the police to do that; that is confined to harbour police and the Custom-house officer.

Mr. GEORGE GOULD, sworn; Examined by the *Inspector.*

Mr. *G. Gould.*

ARE you the chief manager of Mr. Phipps's paper mills, at River?—Yes.

Has he got any mills at Crabble?—Yes.

And were you acting as manager in September and October last?—I was.

Do you know a man of the name of Thomas Foster, a marine-store dealer at Deal?—Yes.

Have you been in the habit of buying things from him for some time?—Some years.

How long have you been manager of Mr. Phipps's mills?—Forty years.

And what portion of that time have you dealt with Mr. Foster?—About seven years, I think.

Were the articles you generally bought from Foster old canvas and old ropes, and things of that sort?—Yes.

I suppose you keep books in which you enter when you buy things, and the amounts?—Yes.

Can you tell me whether you bought anything from him on the 6th or 7th of September last?—Yes, 28 cwt. 3 qrs. and 13 lbs. of rope on the 6th, and 15 cwt. on the 7th of September.

Are you sure as to the 28 cwt. 3 qrs. and 13 lbs.?—Yes, it is hard rope and shakings of Manilla rope. Then there is rope plain 12 cwt. That is on the 7th; and shakings 3, and Manilla 15 cwt. 3 qrs. 11 lbs.

What do you mean by rope?—Rope of various kinds.

Not Manilla?—Not Manilla; various sizes.

Captain *Hunter.*] How much do you make of it in all you bought from Foster?—Altogether from the 6th of September to the 3rd of October, 5 tons 15½ cwt. of rope.

The *Inspector.*] How lately before the 6th of September had you bought anything from Foster?—I have taken out the different receipts from him during 1866.

You had not bought anything from Foster between the 30th of June and the 6th of September?—No.

What was the course of business between you and Foster; used Foster to write to you and say he had got rope for sale, or did you write to him and ask him?—That is not usually the case, but on this occasion he did. I have got his le here offering this quantity. There is no co spondence in September about that matter. (*Witness produced the Letter.*)

That refers to the rope sold in October Yes.

Did you receive any communication from before he brought the rope on the 6th or 7th September?—No.

Or had you written to him?—No.

He came, and you bought what rope he brou with him?—Yes.

When he brought that rope on the 6th and of September, did he say whether he had got more?—No.

Did you ask him where it came from?—He not come himself with it.

Was it Mockett?—Riley, I think, I sent cheque by; his carrier came with those lots.

Who was his carrier?—Sometimes Riley sometimes Mockett; they were both emplo in October.

I am speaking of September first of all. Wh was the man who took it, was he not, and Ja Arnold, junior?—He was the man. I think brought both those lots.

You gave him two cheques?—I gave him cheques.

What did you give him two cheques for One for the first delivery and the other for second delivery. He generally has the mo the same day.

Did you see Foster between the 7th of S tember and the time of his writing this letter No.

Then he wrote this letter that is dated "D September 28th," and the rope was brought you on the 1st, 2nd, and 3rd of October?—Y it was on the 29th of September that Capt Simpson, and Mr. Coram, and Mr. Brett, ca to me. They came on the Saturday, the sa day that I received that note, to inquire if th had been any delivery of rope from any part and I copied from my book various deliver back as far as September. When I came to

I s

"There is some from Deal, from Foster, and 7th of September; but that, I sup- out of time." "No," he said, "that is e time." I think they took a copy of that. I said, "I received that note from Foster orning offering some more, which I do not to answer to-day." But they wished me wer that note, and to say that he might it.

you answer it?—Yes, Mr. Phipps de- d to that, because, when he found there me suspicion about it, he was reluctant to nything to do with it.

you write?—I wrote at their express wish, he might bring this lot, or else, of course, ould have had nothing to do with it.

(The pieces of canvas spoken to by Mr. oram were brought into Court, and exa- ined by Captain Hunter.)

u have looked at those pieces of canvas; is the worth of them; are they pretty good? hould call that best canvas.

that canvas that you would give 20 *s.* a cwt. —Twenty shillings we should give for

course, you cannot tell what quantity there ere?—About half a cwt., I should think.

en you wrote to Foster, and told him you d have these goods, and you received some on the 1st of October?—Yes.

ho brought those?—Arnold brought those. k my man can tell you the names.

ockett brought it, did he not?—Yes, he did. kett brought the first load and Foster was the second load.

d he come the same day?—Foster came the day; I did not see him, but Mr. Coram and ain Simpson came up to me about 12 k, because it was arranged they should come meet the delivery. On the 1st they ap- ed and set a policeman to watch along the but they came across the country; they met at Crabble; one load was just unloaded. er was with the second load. They came up , Mr. Coram, Captain Simpson, and Mr. t, to ask me if I had seen Foster. I said "I not heard anything of him; I do not think as come." They said, "Yes, he has come; ave seen him at Crabble, and one carrier has up here." And while talking, the police- they had set watching came to say Foster gone home.

ho was the policeman?—I do not know his .

d you see Foster that day?—I did not.

d you ever see Foster?—I saw him on the f October. I had another note from him ext morning to say he would send another October the 2nd I had that letter of ber the 1st, which he wrote after he got , respecting the delivery. (*The Witness pro- d the Letter*).

ad you written to him between the 29th and nd?—No, this was his note after the first, en after he got home. He says, in his letter tober 7th, "I am at a loss for money to trade ."

u got a letter on the 2nd, and he came over e 3rd?—Yes.

d you have any conversation with him?—He two loads more on the 3rd.

d he bring them himself?—He did.

hat did you say to him then?—I told him I not pay him.

Did he ask the reason why you could not pay him?—I said, "The police have claimed the rope." He said, "Yes, I know they have."

What else did he say?—I asked him where he got it from. I said, "They came to see if it came from the wreck."

Did you say the wreck of what?—No.

Was the "North" the only ship that was wrecked at that time?—Yes, he did not mention the name of the wreck.

When you said that, what did he say?—He said that he knew that some of that came from the wreck, but he did not know who he bought it of.

Did he say from whom he got it?—No, he said he did not know. I asked him: I said, "You know those that sold it to you should come forward and clear you;" and that, he said, they would not do.

He left the rope there?—He left it.

With you?—Yes.

And that was some of the rope you looked at yesterday?—Yes.

When was the canvas brought?—The canvas was brought on the 3rd.

You have brought some samples of the rope to-day?—Yes.

The canvas was brought in on the same day, the 3rd?—On the 3rd.

That was 3 cwt. and 3 qrs.?—Yes, and 2 qrs. and 11 lbs. of very inferior.

Was any portion of that canvas shown to the mate?—Yes.

And did he pick out certain bits of it?—He selected a pipe; that was the only thing he could find.

The hose of a pipe?—Yes.

Had a man called Riley sent you canvas or rope?—That came in Foster's cart, in the name of Riley; it was to be kept apart.

Had you had any dealings with Riley before?—I think not.

Is Riley a marine-store dealer at Deal?—I know more of him as a carrier. I believe I have no entry in his name.

Did you pay Riley for it?—No; I paid Foster for what came in Riley's name.

In fact, you paid Foster for all of it?—All of it.

Mr. *Mercer.*] Did you give a separate cheque for Riley's money?—No.

All in one cheque?—All in one cheque.

The *Inspector.*] I see you have an entry here from Thomas Foster, on the 3rd, "ballast bags, 1 qr. 7 lbs."?—Yes; gunny bags that is.

Would those be bags in which rice would be put?—Probably; but we get a great deal of it now.

You get other things besides rice bags?—Yes; it used to be called saltpetre bagging. That is from India too.

Mr. *Mercer.*] Do you know whether these were boats' ballast bags?—I do not know.

The *Inspector.*] And there is gunny 15 lbs.?—Yes; these were boats' ballast bags, I believe.

Have you got any other letters from Foster?—I got one on the 7th.

Any other?—Yes; here is one on the 5th; but then that relates to a delivery of rope on the 5th.

Did you have some from him on the 5th?—On the 5th of October we had half a ton of rope.

From him?—Yes.

Mr. *G. Gould.*

9 April 1867.

Mr. *G. Gould.*

9 April 1867.

What did you do with it?—We kept it.

Was it the same sort of rope that you had before?—It was very good rope.

Did you show them anything that referred to?—No; Mr. Baird and the police saw that, and said they knew nothing about it; so that that was used.

Have you brought the pieces of rope that the mate spoke to?—A few of them; they are here.

Have you told us all that Foster said to you; did you not ask him something about the picking up of the rope?—He said it came from the wreck; and he thought, as the vessel was abandoned, there could be no harm in the men getting what they could get.

Did you not ask him whether this was called "hobbling"?—Yes, I did.

What was the answer to it?—He said, "No," he did not call it "hobbling."

What did he say he called it?—He did not say he called it "wrecking."

Did he give any name to it?—No.

I do not know the meaning of "hobbling;" can you explain it?—No; I know there are boats they call "hobbling" boats.

Mr. *Mercer.*] "Hobbling," in the general acceptation of the term, is going off in boats to render service to ships. It is "hubbling;" that is the proper term.

The *Witness.*] That was his exposition of it; he said to help vessels in distress.

The *Inspector.*] I observe this: that it is a very much larger quantity than he ever brought you before, in 1866?—I know he has delivered 10 tons since the 3rd of October; that is eight and-a-half tons of rope, and a ton and-a-half of Manilla.

Mr. *Cumberland.*] When was that; on what dates?—I can give you the different dates. October the 5th.

Mr. *Mercer.*] Do you buy as much as that from other people?—Yes, I think we do. Dennis, a Dover man, delivers large quantities.

I suppose the marine-store dealers wait, until they collect a quantity, before they deliver it to you?—Yes.

The *Inspector.*] Give us the dates when you received any from Foster, since the 3rd of October. Give the quantity and the dates as they were delivered?—October the 5th.

What was that?—Ten cwt. and 4 lbs. of rope, ½ cwt. of Manilla rope; canvas, 1 cwt. and 26 lbs. that day. The 11th December is the next day, rope, 23 cwt. 3 qrs. and 14 lbs. altogether, and Manilla, 13½ cwt. and 6 lbs.; tarpauling and gunny, that is a very low stuff, 2 qrs. and 15 lbs. Then on the 21st of December, rope, 33 cwt. 3 qrs. and 6 lbs., and shakings, 2 cwt. and 3 qrs.; Manilla, 1 cwt. 1 qr. and 15 lbs. On the 31st, rope, 18 cwt. 2 qrs. and 27 lbs.; canvas, 1½ cwt. and 13 lbs., and Manilla, 1 cwt. 1 qr. and 14 lbs. February the 8th, rope, 25 cwt. 3 qrs. and 14 lbs., and spun yarn, 2 cwt. 3 qrs. and 17 lbs.; canvas, 4 cwt. and 17 lbs., and Manilla, 2 cwt. 2 qrs. and 19 lbs. On the 13th of February, 2 tons, 6 cwt. and 2 qrs. and 10 lbs of rope; Manilla rope, 6 cwt. and 2 qrs. and 22 lbs.; canvas, 3 cwt. and 19 lbs., and 1½ cwt. more of canvas of a lower kind. The 18th of March, 8 cwt. 2 qrs. and 14 lbs. of rope; 3 qrs. and 17 lbs. of shakings; 3 qrs. and 14 lbs. of mats and plats; Manilla, 3 cwt., and canvas, 1 cwt. and 20 lbs. Again, on the 25th of March, 23 cwts. and 13 lbs. altogether; Manilla, 26 lbs.; canvas, 1 cwt. 3 qrs. and 11 lbs., and that whole of it.

Mr. *Mercer.*] This was brought by Fos you in the daytime?—Yes.

Openly?—Oh, yes; the second and thir after the police had met him.

After he knew they were watching?—

He still brought on the 2nd and 3rd o tober, and the 5th, certain quantities?— certainly; no concealment at all.

No concealment whatever?—No; wha been said about its being covered with th vas, I think amounts to nothing.

Was there any difference in the way he with you, and the way in which any other m store dealers dealt with you?—No, none; was the rope better. It has been said the was above the average quality.

There was nothing beyond the average lity that you bought from others?—Nothi excite suspicion.

The *Inspector.*] Your suspicions were no cited?—Not at all; we are having a large tity now from Ashford that is just like this.

Mr. *Mercer.*] You appear to have an imm quantity now in the mill?—Yes.

Why is that; is the price better?—No are using a large quantity now, and the pri high.

The price is better, and therefore you are ting more in?—Oh, yes; all the dealers are ing up all they can get hold of.

The *Inspector.*] Do you find you get mo after a wreck than you do at other times? may be so.

Mr. *Mercer.*] That conversation that you the Commissioner you had with Mr. Foste should like you to remember precisely what stated; was it not something to this ef when you asked him about the rope, was it very likely to come from the wreck, or di say he knew?—He said it came from the wr

Did he say he knew it?—He did; he did say the "North;" in fact, I did not rec the name of the "North." I had not heard thing about the wreck of the "North" Captain Simpson came to me.

The *Inspector.*] Are there any other ma store dealers at Deal with whom you have ness?—There is Mockett, he is one of the riers for Foster; he brings a good quantity.

Does he bring more than Foster, or about same?—Not so much.

Is Foster the largest marine-store dealer have to deal with?—Yes; I have been tol is in the habit of going off to vessels and sup ing them with vegetables, and taking thei stores.

Mr. *Mercer.*] What is the value of the q tity which the mate identified in the store?— about 6 cwt. and 1 qr.; 3 *l.* 12 *s.* I paid him 11 *s* for that; our price at that time was 11 *s.* 6 *d.*

The value of what he identified was 3 *l.* 1 —Yes.

Captain *Hunter.*] These pieces of rope w are here, no one can recognise at all; they bits of old worn-out rope in short pieces?— is a fair sample of the whole quantity.

This is such rope as would be got in the you speak of; small parcels out of different sh —Yes.

Mr. *Fox.*] I think, on the 4th of Octo when you saw Foster at the mill, you told

iird had been there with Captain Simp-
Yes.
I think, you told him you could not pay
Yes.
you assign any reason for not being able
him?—I told him that the police, as he
ad claimed the rope.
he property of what?—As coming from
ck.
you mention the name of the wreck?—
id not.
mentioned no name?—No; I really did
ollect the name. I had not heard any-
about the wreck before. I did not men-
ie name, nor did he. I am clear about
as not mentioned at all?—No, it was not.
ink you asked him from whom he bought
pe?—I did.
you say anything to him in reference to
ks?—Yes; I asked him if he had got any
, and he said no, he had not; his books
not help him. I said the parties that sold
im, if he got into difficulties, ought to come forward and clear him; and he said no, they would not.

Mr. *Mercer.*] Does the sample of rope that is brought here represent a fair sample of the rope sold to you by Foster?—It is; I selected it carefully. I was called on by subpœna to select a sample, and I did select that. I believe there was an arrangement with the solicitors that a fair sample of the whole should be selected. They came and acknowledged it was a fair sample.

The *Inspector.*] When the mate saw the rope, though he could not pick out more than the 6 cwt., did he not tell you he believed very much more belonged to the "North?"—Yes.

Did he tell you he believed all that belonged to the "North?"—He did. There are 33 cwt. 3 qrs. of Manilla in those two deliveries.

The 7th September he did not see; you had used that?—The rope bought, not the Manilla, that is all there now.

Then it was 1 ton 13 cwt. that he saw then?—Yes; then on the 2nd and 3rd he brought 13 cwt. 2 qrs. and 25 lbs. more of Manilla.

Mr. G. Gould. — — 9 April 1867.

Mr. Samuel Metcalfe Latham, sworn; Examined by the *Inspector.*

E you Lloyd's agent here?—Yes.
w long have you been Lloyd's agent?—
the year 1821 the firm have and I have
n it.
io is the receiver of wreck here?—The
tor of Customs.
iat is his name?—Charles James Saunders.
Lloyd's agents are in charge of a ship, do
eceive what is brought from the ship, and
he receiver of wreck, as a rule?—No, it
s first to the receiver of wreck, and then,
are agents for the ship, we claim it, and he
it up to us.
you remember what happened about cer-
hings that came here from the "North?"—
e were certain stores or ship's materials
d here out of the smack "Gipsy Queen."
ve you got a list of those things?—Yes, I
The receiver, in the first instance, took
ssion; afterwards, at the request, I think,
ptain Russell, they were delivered up to us
ccount of Lloyd's, and we wrote to Mr.
er to know what he wished done with those
s, whether they were to be sold, and he said,
ey were to be detained until the inquiries
over; and we still hold them, and that is
st of what we have. (*The Witness handed*
aper.)
ose were landed from the "Gipsy Queen,"
nded by a lighter?—Yes.
o yards; have you got those now?—Yes.
. Cumberland.] Were the mizenstays wire or
—I do not know.
e *Inspector.*] Does the receiver of wreck
you a certificate when he hands these over
u?—No.
it the case that you claimed it at the time
put on the quay?—It is very possible that
be the case, but they are bound to be deli-
l under a penalty.
. Cumberland.] When goods are landed, and
gent is present, the receiver does not con-
it part of his duty to take possession of them; they are given at once to the representative of the owners?—The salvors must be agreeable to that.

Do you know anything about the way in which these goods came into your possession, were you present yourself?—No, I was not, they were taken by a clerk.

Who is your clerk?—Mr. Foster; they were laid on the quay, and put by the receiver's instructions or consent into our warehouse.

Is that all you have ever received from the "North"?—That is all we have ever received from the "North" of materials; we had rice.

What quantity of rice have you received?—About 1,350 sacks of rice; they were all sold by auction.

You received all those at the pier at Dover?—Yes.

Did you receive any rice that was brought into any other place besides Dover?—Yes, we received some rice from Folkestone, and some was sold at Folkestone, I think, in small quantities.

Do you know what quantity?—No.

Did you receive any from Deal?—I believe I am wrong in saying Folkestone, it was Deal.

And you do not know how much you got there?—Not without referring to the books.

Have you got the books?—Yes.

What sort of bags was the rice in?—In the usual rice bags; small bags.

What size were they?—They held about 1 cwt. and 1 qr. each; from that to 1½ cwt.

Was the rice all in good order?—No, all damaged; very little, if any, in a sound state.

Captain *Hunter.*] Damaged by water?—Yes.

The *Inspector.*] Captain Hunter says there is a mistake here, that no ship has got six mizen stays?—They were entered so by our clerk.

And you do not know whether they are wire or not?—No; but we can inform you.

If you can find a bag, will you send one up?—Yes.

Mr. S. M. Latham. — —

WILLIAM PAYNE, sworn; Examined by the *Inspector*.

W. Payne.

9 April 1867.

Do you live at Buckland?—Yes.

Are you a paper maker in the employment of Mr. Phipps?—Yes.

Are you foreman at the Crabble Mills?—Yes.

And do you receive the goods that are brought there to be sold?—Yes.

Did you receive some goods on the 6th and 7th of September?—Yes.

What is your practice when you receive goods?—To weigh them, and enter them in this book.

And did you do so on the 6th and 7th of September?—Yes.

On the 6th of September from whom did you receive some Manilla, and some rope?—It was brought by Arnold the carrier, and another.

White?—Yes; I knew the men both well.

We have got the quantities, so we need not have them repeated; the quantities were 11 cwt. 3 qrs. of rope, and 3 cwt. 3 qrs. and 21 lbs. of Manilla?—Yes.

At the same time, was there not another vehicle with 5 cwts. 1 qr. and 18 lbs. of rope?—That was White's load.

Did you give them receipt notes?—Yes, I did.

On the 7th, did you receive another load?—Yes.

From whom did you get that?—The same again.

From Arnold and White?—Yes.

You received it on account of Foster?—Yes.

Did you make out the receipt note in Foster's name?—Yes, the same as the day before.

Did you receive anything on account of Foster, between the 7th of September and the 1st of October?—I think not; I believe there is no entry.

Do you arrange the price that shall be given?—No.

On the 1st of October, did you receive two loads, one from Stephen Mockett, and the other from a man called May?—Yes.

And were those loads rope and Manilla?—Yes, and soft rope.

Shakings?—Yes.

Did Foster come with that on the 1st?—He did.

And did he see the load weighed?—Yes.

At that time, on the 1st of October, had the policemen been to the stores?—They came in after we had about half weighed the first load.

Was that Inspector Brett?—Yes, with Captain Simpson and Mr. Coram.

Did the policeman say anything to Foster?—He did; they were talking together some time out in the road, but I went on with the weighing.

Did the policeman give you any caution about the rope?—No.

You heard nothing about it?—Mr. Gould told me before Foster came on the 1st of October, he saw him on the Saturday previous, and he asked me on Monday morning whether I saw the police. I told him not, and then he gave me strict caution to take notice of everything, and the place was all cleared out when this rope was taken in.

At that time there was no other rope except what you had from Foster?—No, except the Manilla rope, that was put back right away clear.

Did you know anything of Foster?—No, I knew nothing about it.

Mr. Gould had cautioned you about it?—not say a word. I took the rope the sa always did.

And had no conversation with Foste the matter at all?—No.

How long was Foster there that day?—considerable time. I was hindered so on t by the police officer and him.

After the policeman went away, did h back and see the weighing finished?—I g a ticket, and I expect he went to River.

He went away, as far as you know?—Y

That was all you got on the 1st?—Y loads.

What did you get on the 2nd of Octo Two loads.

From Mockett and May?—From Mock May again.

Was Foster there then?—No, he was no then.

Was he at your mill at all on the 2nd? not think he was.

You weighed it, and gave the notes to M and May?—Just the same.

On the 3rd did you get two more loa Mockett and May?—Two more loads on t

And was Foster there then?—No, I know that he was.

You always made out the notes in F name, did you not?—Foster was not there

The only time Foster was there was th —The 1st and 3rd.

He was not there on the 2nd?—And h not there on the 3rd, he was there on th This list I made out by the order of Mr. the detective officer.

What is that?—That is the whole list of the carrriers who brought it.

That is on the 5th of October, they b some more rope?—Yes; that the mate wou claim at all.

That they said nothing about, and th been sold?—Yes, and in fact that was bette I think, taking the whole of it, than anythi had before, and the mate could not recogni at all.

Did you buy some rope on the 10th of O of a man called Barber?—No.

You were before the magistrates, were yo —Yes, but the name of Barber I do not was mentioned.

In your evidence before the magistrate say, "On the 10th I bought some from named Barber"?—Yes, here it is, I turne two leaves.

Is that the 10th?—Yes.

What quantity did you buy from Barb Soft rope 3 cwt. 2 qrs. and 20 lbs., at le whole of it was 6 cwt. and 2 qrs.; and clea 1 cwt. 2 qrs. and 23 lbs.; gunny 4 cwt. and 3 lbs.; rope 1 cwt. 2 qrs. and 14 lb Manilla 2 qrs.

Do you remember about the gunny, w in pieces or bags?—It is generally in bags

You do not know what price was given

Was any of that rope that you bough Barber shown to the mate?—No; I shou think it was.

Did you buy any quantities from Barb That goes to the upper mill.

you buy some from Dennis?—At what

r the 6th?—There is some from Dowell
6th of September. Dennis was on the

t did you buy from Dennis?—On the
e 13 cwt. 2 qrs. and 21 lbs., Manilla 4
14 lbs., coarse nets 1 cwt. and 2 qrs.
let us have Dowell's. What was
's?—On the 10th that was rope, 14 cwt.
nd 11 lbs., second rope 2 qrs. and 20 lbs.,
t rope 1 cwt. and 3 lbs. That is the first load. Then there is another load afterwards of 1 cwt. 3 qrs. and 20 lbs. of gunny, and soft rope 5 cwt. and 18 lbs.; Manilla 2 cwt. 2 qrs. and 25 lbs., and rope 10 cwt. 2 qrs. and 2 lbs.; second rope 1 cwt. 2 qrs. and 11 lbs.; and that is the whole of the two loads.

I suppose you never ask any questions as to where it comes from?—I always write on the ticket what the quality of the rope is. All the agreement is between Mr. Gould and them. They often ask questions, but I always tell them I know nothing about that part.

W. Payne.
9 April 1867.

Mr. THOMAS TAPLEY HIGHT, sworn; Examined by the *Inspector*.

E you the Receiver of Wreck at Deal in
last?—Yes.
were a number of things brought to you
evening of the 30th of August and on the
ling day, the 31st of August, and the 1st
tember?—Yes.
your custom as the goods are brought to
enter them in a book?—Yes.
did you follow that custom with regard
e articles?—I did.
have you got the book in which those
are made?—Yes.
ve you given to Mr. Cumberland an ex-
from the book, with the dates and names
persons from whom you received, the name
boat, the description of goods, and the
ted value of the goods?—Yes, exactly so;
pied from the book.
you quite certain that all the dates are
t?—Quite certain.
made the entries at the time?—Yes, at
ne.
ee you received nothing at all between the
f September and the 11th?—Yes; the
er was so very bad, that was the reason
hey could not go off to the wreck; they
not get near the vessel.
e vessel was long down below the water
1th of September?—There was nothing
to my possession.
got nothing at all between the 1st of
mber and the 11th?—Yes.
you remember Thomas Finnis, of the
men's Hope" at Deal, bringing you some
ope, and a piece of chain cable on the 11th?
e and a quarter; a piece of chain cable

you receive that yourself?—Yes.
you ask Finnis why he had not brought
re?—I did not ask Finnis why he had not
ht it before. I thought he had got it on
me day, because he must have done it that
hat I received it.
y must he?—Because there were no boats
off between the 1st and the 11th.
ere was no ship to get anything from on the
?—They told me they had brought it on

at is what I want to know from you. I
to know what they did tell you about it.
did Finnis tell you about it?—He only
and reported to me.
hat did he report to you?—A piece of wire
g and a piece of chain cable.
hen did he say he had got it?—He did not
hen he had got it.
u understood he had got it the morning of
1th?—I understood so.
9.

That he had been off to the ship and had got it?—Yes.

Did not you know at that time the ship was under water?—I did not know at the time.

Was it the same day that Edward Trot, of the "Leander," brought a piece of bass cable?—Yes, they were all brought on shore the same day.

That is, as far as you believe?—If they had been brought on shore before, I should have had them.

And there were three pieces of bass cable brought by Simon Pritchard?—Yes.

And a mainmast and mast bands by John Jordan?—Yes.

And some sundry iron by Charles Bowbyas?—Yes, all on the same day.

You value the whole of the goods saved at 208*l.* 13*s.* 2*d.*?—Yes.

I see your first item is Manilla topsail halyards, what have you valued them at?—I have not got the list here; I gave the list to Mr. Cumberland, he has got it. (*The list was handed to the Witness.*)

What length of halyards were there?—There were 3 cwt. of the halyards.

What do you value that at?—About 10*s.* a cwt.; it is an estimated value.

Captain *Hunter.*] It is rope of very little use?—Yes, of very little use.

There is some cable, that is, hawser?—That is still in store.

That is valued at about 18*l.*?—Yes, that is as near as I can go; it might fetch more, and it might fetch less.

It is about half-worn rope?—No, it is nearly new; I do not think it has been used.

There is 5 cwt. of this other hawser?—That is of very little more value than paper stuff.

The *Inspector.*] How many sails were brought on shore?—Thirteen sails, I think.

What do you mean by four pieces of sail?—There are four pieces of sail. They are pieces of torn sail, small pieces and large pieces.

Was the topsail worn?—Very much worn.

Captain *Hunter.*] You have not put the weight down here; you have made a guess of it?—No, I have not weighed them; they were very small pieces.

You valued them by guess?—Yes; what I thought they would fetch at a sale.

Were these whole sails?—Yes, the 13 were whole sails.

Were they the spare sails of a ship?—Some of them were.

Mr. *Cumberland.*] Are there any studding sails among the sails you received?—No, there were about six or seven spare sails, I think.

Mr. *T. T. Hight.*

Mr. *T. T. Hight.*

9 April 1867.

The *Inspector.*] What quantity of metal sheathing was brought altogether?—Ten cwt. and 22 lbs. I think.

It was brought in all sorts of weights, varying from a quarter to 2 cwt?—Yes.

Did you receive any locks of doors, or bolts or hinges?—Three or four bulkheads.

Did you have any locks that had been evidently broken off from doors?—No.

The chests that were brought ashore, who brought them?—Different boats.

Give me the names; who did bring them?—The boat "Pilgrim" was the first; three seamen's chests.

What state were they in when brought to you?—In very good state, only the locks appeared to be all broken.

Were the lids off?—Yes.

The hinges off?—No.

But the locks were broken?—Yes.

Was there anything in them?—Only one.

What was in that one?—A few seamen's clothes, not worth anything, very indifferent indeed.

Was it "a seaman's chest and sundries," brought in by Thomas Bingham?—Yes.

And you value the three seamen's chests at 1*l.*?—Yes.

And they were empty?—Yes.

And had been broken open?—Yes.

What do you value the metal at?—Fourpence a pound.

Captain *Hunter.*] The Manilla is undervalued, certainly; it is very indifferent Manilla; it is merely an estimate of value.

The *Inspector.*] Have you made up the weight of the running rigging that was brought in?—Yes.

Tell us what that was?—Twenty-two cwt. 3 qrs. and 14 lbs.

Captain *Hunter.*] That is the whole of it?—That is, exclusive of the cable.

The *Inspector.*] And exclusive of the hawser?—Yes.

And exclusive of the piece of rope cable?—Yes.

Did you see among the running rigging that was brought in anything like the gaskett that is lying down there?—That is something like the gaskett that we saw.

That mat that is used as a gaskett?—Yes.

Were there any block stops in?—Several block stops.

Were they painted?—Yes.

Look at that block stop that is painted green and drab, were there anything like that?—Something like it, I think; but I could not say for certain.

They are still in store, I suppose?—Yes.

As far as you know, no other goods were landed at Deal excepting these goods?—No.

And as far as you believe, if they had been landed they would have been brought to you?—Yes.

That is, if every one had done what they ought to do?—Yes.

Mr. *Cumberland.*] I see you received the greater number of these things on the 30th and 31st of August?—Yes.

Did you have any conversation with any of the persons who delivered them to you on the subject?—No.

Did they say anything to you at all with reference to the wreck?—No.

Or where they got these things from?—No, not at all.

The *Inspector.*] How did you know th[em] them from the "North"?—The people said [them]selves they came from the "North."

Mr. *Cumberland.*] That is the very th[ing] want to know?—I did not understand you.

Did you make any inquiry after these [things] had been delivered to you on the 30th A[ugust] and on the 31st August, and the 1st of S[ep]ber, as to whether there were any other [things] belonging to the "North" in the possessi[on] anybody at Deal?—No.

When you received these further quant[ities] goods on the 11th of September from these s[ea]men, did you then make any particular in[quiry] as to why they had not been delivered t[o] before?—No.

The *Inspector.*] I understand you to sa[y] do not know when the ship went under wat[er] No.

Did you hear any talk about it?—I d[id] observe it at all.

Could you see the wreck from Deal?—yes, perfectly.

Do you mean to say you did not observe [be]tween the 1st and the 11th of Septembe[r] was gone under water?—Not bodily gone u[nder] water. Whether any portion was to be s[een] cannot say; or whether these people got [on] the sand, I cannot say.

Captain *Hunter.*] Was a part of her t[op] seen on the 11th September?—I cannot say [posi]tively.

You did not look?—No.

Mr. *Fox.*] I would like to ask whethe[r] reference to these things, that you say wer[e de]livered to you on the 11th September, you [were] present yourself when they were taken [out of] store?—Yes.

What were they brought in?—In a car[t] my cart, with a horse.

Did you know from what direction they [came] along?—What, the boats.

Did you see them approaching the shore—cart?—Yes, it came by the street.

The *Inspector.*] Did you say it was broug[ht in] a cart?—Yes, from the boat to the store.

Who was the driver of the cart?—Neeve.

Had he been sent down by you to get th[em]—Yes.

Had you received information from these p[eople] that there were goods that were to be bro[ught] into the store?—They were reported by the [coast] guard.

When did the coast guard report this to [you]—About 10 minutes or a quarter of an [hour] before I had them.

What officer reported to you?—Mr. Re[ed] the officer.

Did he come to you?—I cannot tell; it [was] one of the coast guardsmen; I cannot tell [what] his name was.

What did he tell you?—He said there [were] these things that were brought on shore.

Did he mention what things?—Yes.

What did he tell you?—When do you m[ean] —On the 11th September you are asked ab[out] —Wire rigging and a piece of chain cable.

Did he tell you that the wire rigging and [the] piece of chain cable was there to be taken u[p in] your cart, and to be brought to your store [at]—Yes.

You are quite sure about that?—Yes.

Mr. *T. T. Hight.*

9 April 1867.

he tell you where it was?—It was in the

do you know that Thomas Finnis, of the man's Hope," brought that wire rope and cable on shore?—That is what they told

o told you?—The coast guard.

never saw Thomas Finnis?—I did not

only information you received on this was from the coast guard?—Yes.

Mercer.] Do they accompany the carts? erally.

Cumberland.] Not all of them?—Nearly d generally one of the salvors, Charles yas, came by himself.

Edward Trot come?—Edward Trot came xt morning and reported it.

it in store then?—Yes.

d Simon Pritchard; when did he come?—ame the same morning himself. It came 12 o'clock at night, I think; and they in the morning about five or six o'clock, to the "Leander"; Pritchard and Trot.

suppose the mainmast floated on shore?—nainmast was towed on shore.

ptain *Hunter.*] She must have gone to before the mainmast came on shore?—It floating about before it was brought to

e ship must have been in pieces before that; ainmast will not get itself out before the breaks up?—I do not know about that.

as the standing rigging taken off the main-?—It was cut adrift.

fore she broke to pieces?—Yes; there is ng came from the mainmast but the bands.

Fox.] What district did the coast guard you are speaking of belong to?—The North-

that Mr. Reed's district?—That is Mr. 's district.

you know who was the inspecting com-er at that district?—Captain Hudson.

ere there any goods reported to you by the guard of any other district?—No.

ter the 11th I mean?—No; I had nothing the 11th.

to the goods delivered prior to the 11th; any reported by any coast guardsman be-ng to any other district, but that which you the North-end?—Yes; Walmer-road and sdown.

hat dates would that apply to?—On the and 31st; nothing after that from Kings-or Walmer either.

e *Inspector.*] Can you tell, from looking at list, whether it was the North-end coast-sman and Kingsdown, or the Walmer guardsman reported to you in each indi-l instance?—No, that I cannot. I do not their names.

Mercer.] If it was a Walmer-road boat, uld be a Walmer-road coast guardsman?—

e *Inspector.*] There are two Kingsdown ?—There are four Kingsdown boats.

d, as far as you remember, if it was a sdown boat brought it ashore, a Kingsdown reported it?—Yes.

d if a Walmer-road, the Walmer-road; and Deal boat, the Deal man?—Yes.

Mercer.] This value that you put in; is 389.

that the value for the salvage?—No; it is the estimated value.

How is the value for the salvor ascertained?—They have a third, and their expenses are taken off of the estimated value.

A third of the sale?—A third of the sale, after deducting all expenses.

Then, they know nothing about what they are to have until it is sold?—Not at all.

The *Inspector.*] What rate of charge is the expense?—It is uncertain.

Mr. *Mercer.*] Not their expenses; it is your expenses?—All expenses of sale, commission, warehouse rent, and everything.

But the boatmen's expenses?—No.

Mr. *Cumberland.*] The expense of carriage to your store?—Yes; warehousing and commission; in fact, all the expenses.

Mr. *Mercer.*] They are first deducted, and then they have a third of what remains?—Yes.

Mr. *Cumberland.*] Unless there are special circumstances?—Yes; with the exception of the chain cable, then they have two-fifths.

That is by a recent direction of the Board of Trade?—Just so.

Mr. *Mercer.*] Do you know how many sheets there are of sheathing in store?—No; I cannot say exactly; there is one sheet that weighed 6 lb.; it is 14 inches broad by 4 feet, I think.

Captain *Hunter.*] How many sheets of copper are there?—I do not know.

Mr. *Mercer.*] There are 10 cwt. and 22 lb.?—Yes.

Captain *Hunter.*] Do you know what weight it would take to copper, in the first instance, a ship of that kind?—I do not know.

Mr. *Mercer.*] Do you know whether the copper in the bows of the ship is thicker than the copper at the stern, or heavier?—I do not know that at all.

Did you have any rice?—Yes.

What became of the rice?—The rice was sold at Dover.

How much rice did you have?—122 bags.

Who did you get those from; do you know?—The boat "Pearl," 16 bags; the "Princess Alexandra," 46 bags; the "Hope," 24 bags; the "Seamen's Pride," 16 bags; the "Faith," 26 bags; and boat "Pearl," 16 bags.

Is that the same "Pearl" you mentioned before?—Yes; it was on the next day.

Were the first lot all on the 30th?—The last of the "Pearl" was September the 1st, and again September the 11th; there were 17 bags of rice.

Where did they come from?—From the boat "Hope"; the man's name was Mark Nash.

Captain *Hunter.*] Did the coast-guardsman come with them also?—Yes.

Mr. *Mercer.*] Is he a Deal man?—Yes.

Is he the same man that brought 24 bags before that?—That was Charles Bowbyas of the "Faith."

Has Bowbyas got two boats, one called the "Faith," and the other the "Hope?"—There are two Bowbyas. It is the same boat two different days.

Then they are both to be called the "Hope?"—One is the "Hope," and one is the "Faith."

You have both the boats, "Hope" and "Faith?"—On the 31st is the "Faith," Charles Bowbyas.

The *Inspector.*] And on the 11th it is the "Hope," Charles Bowbyas?—Yes, that is so.

Then has he got two boats?—I suppose he has.

Captain *Hunter.*] Was the rice damaged that

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you received?—Not much. It was very little damaged. I put it on the kiln directly it came ashore, or at least, the next day.

Do you know what it sold for?—I think it fetched 17 *s.* a quarter, to the best of my recollection; it is a hundred and a half to a bag, I think.

Did you not sell it by the bag?—No; sold by the quarter.

It was sold at Dover?—It was sold at D but lying at Deal; it had been put into th and put into sacks.

The *Inspector.*] What do you mean by a ter?—8 bushels.

WILLIAM FOSTER, sworn; Examined by the *Inspector.*

W. Foster.

You are clerk to Mr. Latham?—Yes.

And were you clerk to him last August?—Yes.

Do you remember something being brought ashore in the smack "Gipsy Queen," and in the lighter?—Yes.

Is that a list of the things that were brought on shore then (*handing the list produced by Mr. Latham to the Witness*)?—Yes; that is as I took it, with the exception of the two yards at the bottom.

From the "Gipsy Queen"?—Yes.

Were those things out on the quay?—Yes.

And did you take them in the presence of the Receiver of Wreck under your charge?—Yes; in the presence of his officer.

And put them into Mr. Latham's store?—Yes.

And there they are now?—Yes.

Tell us how many bags of rice were brought on shore?—An approximate quantity would be about 1730. The bags were very much torn, but the actual number of bags was about 900, 107 in the "Gipsy Queen," and 800 odd in the lighter.

Did you receive any from Deal?—None; they were landed, and dried there, and sold in Dover.

Then they were not sent to you?—No; but they were in Mr. Hight's charge, the Receiver there. We sold them in Dover at our auction; at least, the auctioneer sold them about 40 quarters.

How many pounds?—We made them up to 416; the natural weight was about 52 a bushel, and we made it up to 416 a quarter.

What price did you get for the rice that you sold?—About 1 *l.* a quarter it would average; it would sometimes be under and sometimes It was sold in 10 qrs., and varied from 1 8 *l.* 10 *s.* for 10 qrs.

How many bags did you get from De Forty quarters. I do not know how many Forty-nine and a half would be correct.

Do you know how much the bags avera weight?—I should think about one hundr a-half; 150 lbs. there might be in the qua

Captain *Hunter.*] A full bag weighs 164 I do not know that.

Mr. *Mercer.*] How many went to a qu do you know?—I should think about th them; thereabouts.

The *Inspector.*] That would be only 135 lbs. a bag?—It is there or thereabou should be 39½ at Deal, not 49½. I never we any of them, but I have brought some bags here (*some bags were produced*).

The *Inspector.*] Mr. Hight, did yo whether the bags that were brought on to you had got any marks upon the

Mr. *Hight.*] I did not observe it.

The *Inspector.*] Look at this bag?

Mr. *Hight.*] It is just the same.

The *Inspector.*] Mr. Gould; have yo seen a bag of that sort before, or Mr. P did you buy the gunny?

Mr. *Gould.*] I have not observed an that; this is what we call a gunny-bag

The *Inspector.*] But, look at the mark and C M?

Mr. *Gould.*] We have not moved an that.

Mr. RICHARD IRON, sworn; Examined by the Inspector.

Mr. *R. Iron.*

ARE you the Harbour Master of Dover?—I am.

And is the harbour tug under your orders and authority?—She is.

And have you a lighter also under you?—Yes.

Do you remember Captain Russell coming down to you the night of the 30th August?—I do.

And engaging the harbour tug with you?—No, he did not engage the harbour tug that night; he came to me and asked me the best way to get to the ship, and I said, "I have been part of the way to the ship to-day, but I saw she was sunk, and I came back again, but, if you like, you can take our tug, and if you do not want the tug you need not pay anything for her. I will go with you in the morning about six o'clock, if you think proper.

Was that for the purpose of getting the ship off the sands?—No; to see how things stood.

Had you been near enough the day before to see whether there were boats round her, or not?—There were one or two, but the sails were all set when we saw her. The jib set.

What time was that?—Nearly three or in the afternoon.

How near did you go?—We went up to the South Foreland.

What do you mean by sunk?—It was water, and the water was level with her d

That shows she must have sunk somew the sand?—Yes.

How much in the sand do you imagine sh sunk at that time?—I could not tell at thi tance; we saw the foresail and topsail we and the jib, so we came back again.

The next morning did you and Ca Russell go out in the harbour tug?—Yes.

When you got near the vessel you went boat?—We anchored the tug as near as we get to the ship, and me and Captain Russell in a boat.

How was she lying; which way wa head; look at that representation (*referr the chart*); she is heading down channel the

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r head was to the westward; that was the ship lay.

in *Hunter.*] With the head down channel? uld think her head was about south-south- near as I can remember; she was heading th Sands and lightship, where she lay.

is no doubt she struck the other way?— k on flood tide, and swung.

bow caught first, and she turned round? the sand is very steep in that part; she n from the southward, and struck the nd she slewed with the tide, and her nt to the westward.

Inspector.] The sand rises from the west- —The sand rises from the southward, as most as a wall.

anchored the tug, and got as near the s you could?—Yes.

e there a large number of boats round her —Yes; a great many boats.

you observe any names painted on the ?—I did not take any particular notice of ats. There were a number of people I y sight, from seeing them about at times.

know they belonged to this?—I know elonged to Deal, Walmer, and Kingsdown.

at is called the Deal Beach?—Yes.

re there many men on board?—Yes; there ed to be a great many on board, but we t get on board.

went in a boat to the ship?—We went the ship in a boat, and saw the men ng the copper off.

cribe as near as you can what length of and what height of copper; which side u begin on?—We went the starboard side

w much of the starboard side was stripped? ould think five or six feet down.

whole way?—Yes; the boats ranged right the side, except just under the anchor, ward. The starboard anchor was hanging ll, and there were no boats there.

w much of the sheathing would be prevented taken off by that?—Nearly to the fore- g. There were no boats. Perhaps 70 or ets there might be there that they had not ed.

w were they doing it; had they got a plank from the deck?—Some were slung in bow- nots, others had pieces of spar, with two and sat on the spar, and they had a sort of ith which they stripped the ship.

tain *Hunter.*] And short pieces of iron, at the end?—They strike it down inside pper, and then prize it off. There were nen taking the rudder gudgeons off: the that hold the rudder to the stern-post.

Inspector.] You could not see of course hey were doing on deck?—No.

the port side?—There were as many boats port side.

how far was it stripped there?—They ight round the ship, on the port side.

round?—Yes, from stem to stern.

how high?—It was stripped, as far as they reach from the boats, and the boats were aground. I do not suppose there were feet of water round the ship.

tain *Hunter.*] From the upper end of the to the three feet?—Down to four or five e ship might be in the sand.

you notice the draught?—I did not notice 89.

the mark because she was a long way out of water when we were there.

You did not notice what draught of water there was at that time?—I did not notice; at that time the ship's bow was a good deal down; she was hogged.

At that time?—Yes; I should think her starboard side was up more than a foot.

The *Inspector.*] Was she in such a position as she could not have been got off the sands if the weather had remained calm?—If the weather had remained calm, by lightening the ship, very quickly. That ship would go down in the sand, I think, from three to four feet every tide.

Mr. *Mercer.*] Sinking?—Yes.

The *Inspector.*] Was that all you remarked about the sheathing then?—Yes.

Mr. *Cumberland.*] How much was off, on the portside, do you calculate?—I really cannot say.

How many feet?—Six or seven feet; she listed rather to port.

The *Inspector.*] Therefore, it was easier to pull off?—Yes.

Mr. *Cumberland.*] Then there were six or seven feet each side?—I cannot say to a foot; all I know is, it was where the boats could reach, and these galley punts were alongside.

The *Inspector.*] At that time did you see any lugger boats decked?—There were fore-peaked boats; there were three or four luggers riding close to the ship.

With the exception of those, the others were open boats?—These are open boats.

Half-decked boats?—Yes.

Could you see whether any of the open boats had anything in them?—Yes; some had copper and others had rope. I did not take particular notice.

Did you see any sails?—I cannot say I saw any sails.

The sails were bent the day before; were there any sails left when you got there?—They were gone the next morning.

And the running rigging too?—Yes; there was nothing left but the standing rigging, a few ropes hanging down here and there; they had cut them as high as they could reach.

Was that all you remarked at that time?—Yes.

You did not go on board?—I did not go on board.

You went back to Dover in the afternoon?—Me and Captain Russell came back in the tug.

Was the lighter then taken out?—Me and Captain Russell consulted about the probability of saving some of the cargo, and I said, if he liked to take the lighter and the steamboat, if the weather kept fine he might save some of the top of the cargo dry.

Did you go back?—I did not go back to the ship after that.

Did you go near the ship at all after that?—No.

Could you see the ship from Dover?—Yes.

Looking at the ship from Dover, can you tell when she went down out of sight?—Her foremast stood a day or two. It came on to blow a strong wind; I do not know whether it was two days after that we could see the ship's foremast. I fancied that her bow kept going down; she rose in midships partially.

Mr. *Cumberland.*] For how long?—I cannot say exactly; I did not take particular notice. I

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know it was a day or two after they got the rice out.

The *Inspector.*] On the 11th September, that was 12 days afterwards, was she, or any part of her, visible?—I think not; I could tell you by my journal at home.

Look at it and let us know?—I know it blew a gale of wind a day or two after she was there.

Captain *Hunter.*] Did the sand dry at all at that time?—There was here and there a spot dry.

There must have been less water alongside when you were there?—It was about low water when we were there.

Was there any part dry then?—Yes; some part of the sand, just without the ship, the sand was dry for a patch about 40 feet.

Where the sand was dry they could strip the copper off of the ship?—But it was not dry where the ship lay.

I speak of that part of the sand where the ship was lying?—I should think there were three feet of water there when we were there, and more so aft.

And they stripped her down to the water's edge?—Yes; pretty well down to the water's edge.

And all the way up?—Yes; they commenced as the water fell, and worked down, I suppose.

Did you notice the draught at which the ship had been coppered?—I did not.

There has been some discussion about some rope that was brought on shore by James Wilson. Did Captain Russell say anything to you, before he went off in the tug, about giving the man an allowance?—Yes; there was something said about an allowance.

Did he mention whether it was to be in things they could get, or in money?—No.

Did you hear him say anything about giving leave to take rope?—I saw some blocks and pieces of rope lying on the tug's deck, when she came into the harbour, and Captain Russell walked with me on the deck and said he meant to go over to Deal and see whether these people had delivered all these things, and, if not, there would be an inquiry into it. These things were lying about the deck, but he did not take any notice of them.

Did you know they came from the "North"?—I suppose they came from that ship, but as the vessel was in Captain Russell's charge, and he had hired the vessel, I did not take any more notice of it.

Is that all you can tell us?—That is all I can tell you about it.

Mr. *Cumberland.*] You say that you noticed the foremast standing?—Yes.

For a considerable time after the wreck?—A day or two; I will not say exactly how long; the day after the lighter came from the ship. The next day after the lighter came it blew a gale of wind.

What day would that be?—I cannot tell you now.

But quite the beginning of September?—It was when we went to the ship; I think it was some time in September, and the ship lay there three or four days on the sand before she disappeared.

That would bring it to the 2nd of September?—Yes.

And then you noticed the foremast?—Yes; I think Captain Russell and I were walking on the Admiralty Pier, and noticed the foremast l the last.

Did you notice the mainmast of the shi did not notice that particularly. I do not whether the main-topgallant mast was not

Mr. *Mercer.*] On the Friday?—I think i

Mr. *Cumberland.*] When did you last anything about the mainmast; not the mai mast, but the mainmast?—I cannot tell yo

At the time you saw the foremast sta was the mainmast also standing?—I will r sure whether it was or not. I remember re ing to Captain Russell, when walking on th how long the foremast held on; but whethe mainmast was standing I cannot tell you.

Mr. *Mercer.*] How many tides would s on the sand?—I think she was seven or tides.

On the Friday afternoon?—She went the morning of Thursday, at three o'clock.

And you went out on the Friday?—The noon of the same day the ship went down. went on in the morning tide, and we went in the afternoon tide.

The day, or Friday, when the men were t —When I went with Captain Russell; tha the next day.

They were not taking the copper on the T day?—No.

Then they were taking the copper off?—

How many tides had she been on then?— or four tides.

You would say she would go in three o feet every tide?—I should think she woul ship lying on that sand would go in very fa

Captain *Hunter.*] You said she had a very side?—The ship looked very high on the sa

Then she could not be very much in the —She might have been five or six feet i sand.

Mr. *Cumberland.*] On the Friday?—I s think so.

Captain *Hunter.*] Did the weather mod the Thursday afternoon?—I forget what was; it was the first afternoon she came t it was particularly calm.

If you had started off then, you could hav on board?—Yes; but we had nothing to do the ship; we could not render her any assis with our steamboat, and therefore it wa worth while her going.

There was nothing to prevent you?—No.

And I suppose these boats could wor night?—They did; no doubt of that. The aboard of her as soon as the water got a There was a great deal of work done there be the time we saw her and the next morning.

Mr. *Fox.*] What sort of weather was it you got there?—A fine morning.

How was the sea?—Smooth when we alongside in a little cocktail.

Mr. *Mercer.*] What is a cocktail?—A dingey boat.

Mr. *Fox.*] You saw some copper in the b —There was some copper in some of the bo

Could you form any estimate of the quan —No; there was lumber, and boats' sail things, and those bits of copper were thro and were not rolled up.

The *Inspector.*] There are only 10 cw copper delivered to the Receiver of Wrecks there must have been a great deal more str off the vessel.

Mr. *Fox.*] Did you notice any names o

—No; there was the "Jenny," and the
y," and the "Sally."
- there the name of the place?—They most
n hailed from Deal.
re there any Broadstairs boats there?—
was a Broadstairs lugger or two, I think.
re there not four?—There might be four.
ee, I did not take any particular notice
here was; I saw a lot of boats.
Inspector.] It is not an uncommon occur-
?—No; when they get on the sands they
lly take what they can.
Mercer.] Was the ship abandoned?—Yes.
l has a salvor any right to go there?—
ody that gets on board can.
these boatmen had not been there to save
things?—Then there would not have been
dred pounds' worth saved.
e *Inspector.*] Did you see a boat called the
nopolite"?—I cannot say I did.
the "Lord Clarence Paget"?—No.
r the "Pilgrim"?—I might have seen them.

The "Earl of Zetland"?—That is a Kingsdown boat.

Was she there?—I cannot say whether she was. I know the boats by seeing them come in here.

The "Wild Duck," the "May Flower," the "Wild Girl," the "Skip Jack," and the "Early Morn;" did you see any of those?—I might have seen them.

Do you happen to remember that you did see any of them?—No.

Mr. *Fox.*] Did you see any of the boats leave the ship?—Two or three left when I was there. I saw one go away with some cable in; I made the remark, "If that fellow gets ashore he will be lucky," because she was very deep.

Mr. *Mercer.*] Was that the "Leander," of Deal?—I do not know what boat, and I do not know from where. She went to the shore somewhere, but I do not know whether she went to Deal or to Dover.

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Captain DANIEL RUSSELL, sworn; Examined by the *Inspector.*

HAT are you?—An officer of the Salvage
ciation at Lloyd's.
here were you stationed in August last?—I
ere.
Dover?—Yes.
itioned here permanently?—No.
t you happened to be here?—I came here
rpose.
here are you generally stationed?—In
lon.
u received news of this wreck, and came
at once?—Yes; I go from one place to
ther; I am stationed in the Isle of Wight
esent.
hen you came on the 30th August, you went
Mr. Iron, and arranged to have the har-
tug to go out to the vessel the next morn-
—Yes.
d you made any inquiry, or seen anything
e vessel before that?—No.
u could have seen her from the shore?—I
the report of her being there, and I had
s to come and look after the cargo and not
hip at that time. I came down here from
lon the night she got ashore, and I left early
e morning with the steam-tug.
u went out in the tug to the ship?—Yes.
chored the tug, and went off in the little
?—That is it.
u have heard what Mr. Iron said about the
the sheathing was being stripped; do you
m that?—Not in all particulars, because I
I took a little more notice.
ll us what you saw; begin the starboard
—As near as I can remember, we went the
oard side first. The ship was a good deal
by the head in the sand, but very little at
ern; she was hogged at the time her head
one, I should think it might be four feet in
nd.
uld you see her marks then?—I could; the
s forward I did not take notice of, but the
s aft I did.
hat were the marks aft?—She was coppered
feet, and the seven-foot mark was at the
of the water; that would put her two feet
in the sand.
en there were 14 feet of copper out of the
water?—About that at low water; the next tide there was a good deal less than five feet.

She had gone down?—No; the tide ebbed lower.

At that time there were 14 feet aft; how much forward out of the water?—There was not so much of copper forward, because she had gone down more.

Would there be 12 feet?—I should think not more than 10.

On the starboard side; how much of that was stripped off?—Nearly all of it. They had three spaded prongs, things I never saw before; they appeared to be made for the purpose.

Very efficacious instruments?—Yes.

Mr. *Cumberland.*] Like tridents?—Very like that.

Captain *Hunter.*] Did they seem well supplied with these?—They all seemed to have the same kind of tools.

The *Inspector.*] At that time you did not go on board?—I did not go on board.

What was the appearance on the port side?—The same thing; there were nearly 30 boats round her, and they were nearly all round her. I believe there was no space you could touch her, except where the anchor hung in the way.

On the port side were there as many boats?—Yes; they were two tier deep; they were working in the inner boat, and passing the metal to the other boat. They appeared to be two in company.

The ship was easier to get at on the port side?—No, she was nearly equal; there were about three feet of water the port side, and five feet the starboard side.

Captain *Hunter.*] Did she not list to port?—No, I think she listed to the starboard; there was less water on the port side; I would not be sure which way she listed, but I would not be sure.

The *Inspector.*] Did you make a drawing of it?—I dare say I did; such a one as that on the blotting paper.

You have not got one here?—No; she was not down comparatively aft, but forward she was, and she kept going down every tide more and more; she was so little down aft that the people I was

Captain *D. Russell.*

Captain *D. Russell.*

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talking about it to thought she must be on a wreck aft.

She was 194 feet long?—Yes.

Near how much of her length was the sheathing stripped off?—The whole length.

On each side?—Yes.

Right round the bows?—Yes; they finished it at low water; they appeared to have worked from the ebb; I suppose they did, and they worked gradually down.

Mr. *Mercer.*] You suppose?—I only go by the appearance; I only know it was done.

The *Inspector.*] How many men were at work the starboard side stripping?—I should think 40; I am only guessing at that, mind.

Could you see how much they had stripped when you were there?—They were getting it off very fast.

Did you say anything to them at that time?—Not to those men.

Did you say anything to the crew of the ship?—We had a man belonging to Dover, I think he belonged to the "Gipsey Queen."

That was Cullen?—Yes.

Did he go up and give you a sample of the cargo?—Yes; I hailed to know if there was a ladder.

Did they answer your hail?—There was no ladder.

How did Cullen get up?—He got up the anchor.

And he brought a sample of the cargo?—Yes.

Did you hear any polite remarks made to you then?—Not at that time; I got sadly abused afterwards.

You did not tell them who you were then?—Not then.

Then you went back to Dover?—Yes; and got the barge out.

The barge was put alongside the vessel, and the tug was anchored?—Yes.

And you went on board with Mansell?—We had a lot of Whitstable people.

Were there a number of Whitstable people coming to offer their services?—We towed the Whitstable smacks out; we engaged them in the harbour.

Do you know them?—I know the names of some of them.

Can you give us the names of one or two?—Benjamin Harris was one of them.

Do you know where he lives?—At Whitstable; he is a diver.

Was he the chief man?—I think he was; at any rate I know him better than any of the others; I have known him some years.

Can you give us any other names?—I cannot remember any, but I can tell you every one who was with him, so that by getting one you can easily get all the others.

When you got to the wreck the second time you went on board?—Yes.

Did you receive a civil reception?—Not very. There was a boat alongside at that time; not many Deal men, but a Broadstairs boat taking in a cargo; it was a little boat belonging to the "Buffalo Gal," a Broadstairs lugger, which boat was taking in cargo; I told him to shove off, and he would not do so.

Was he the person that expressed that pleasing wish with regard to your head, which we have heard about?—I think not; I think that was the next morning.

When you got on board, did you see any of the Deal men?—No; I believe they were gone, that being high-water time, the tide getting up.

How many men were on board?—Not m men altogether; there was not much to get cept cargo.

Mr. *Cumberland.*] What time of the day that?—That would be about half-past two had to wait for the tide to get the lugger out, it must have been one o'clock.

The *Inspector.*] Was John Prebble with y —Yes; he went to look at the tug that sunk.

And there were some tanks that he was to —He asked me if he might go to work and the tanks, and I told him, "Yes; to save thing he could, and send them on to the tug.

At that time all the sails and ropes were g —There were a few odds and ends.

Did you go down in the sail cabin?—T was no sail cabin.

The cabin where the sails had been kep Yes; I went to every part.

Where there any sails there?—Not at all; e thing was cleared out.

What state were the cabins in?—A empty barrels left.

What as to the locks and bolts?—The d were all down, and the hinges were chopped and the locks also.

And the pins in the pantry?—Everything the bars, and everything that could be got gone.

Did you say anything to anybody at that t about the way the ship had been treated? may have made remarks to the people who with me.

But to the people standing about?—I do remember that I did.

Mansell gives a very different account?—T was the next morning.

On the Saturday visit they did not say mu —They were not there, many of them; Broadstairs boat was there, and I ordered t off, and they would not take notice, and I s "Haul the barge alongside," which they did, then they were obliged to shove off.

Who did you employ besides the lighter?— Whitstable men. There were some others ployed at so much a bag.

Did you employ Cullen and the "Gip Queen" people?—They were employed, but t did not work at rice after I got there.

You spent the night on board the tug?—Y

And came back in the vessel the next m ing?—Yes.

At five in the morning?—About four o'cl

Were there many people round her in bo —They were coming.

Did they come while you were there?— lots of them; and went to work in the cabin.

What did they do?—Knocking down cabin. They were armed with tools, axes, all sorts of things, and they went to work forw and smashed the capstans, and all that, for sake of the cast-iron; and the cooking appar they knocked all that to pieces.

Did you tell them who you were?—Yes.

Do you know any of the persons you told to?—No; I know the boats had Deal on t sterns.

Did you see all their sterns?—Several them.

You did not see every boat?—No.

A g

great many of them had Deal on their
?—Yes; I saw one very nearly sunk, and
d out terribly, but the others would not
r him.
told them who you were?—They began
k cargo that morning.
you tell them who you were, and they
t to do what they were doing?—Yes.
at did they say when you told them that?
n hardly tell you what they said, they said
h.
you think you might meet with rough
ent?—I was not much afraid of them, be-
they had so much to say.
this peculiar expression used; a desire
our head should be under the keel?—It is
ikely; they said a great deal.
y did not put it there?—No, they did not
there; I was not much afraid they would.
you tell them if they went on you would
ute them?—Yes; they told me they were
y the Lord Warden.
you tell them to take the wreck to the
er?—They said they were going to give it
the Lord Warden; they did not talk about
ceiver, it was the Lord Warden.
w long did you stay on board?—We had
ve off, because the tide ebbed so low.
you bring the lighter back that morning?
s.
the lighter go out again?—The lighter
out again, but did not go alongside any

w many times afterwards did you go out
elf?—I went out four times in all.
rice the Friday, and once the Saturday?—

d when else did you go?—On the Tuesday.
as she gone entirely then?—She was there

w much out of water?—She had gone down
what forwards, not much aft; she was rather
straight than she was. The foremast was
standing, and so was the mizenmast and
mainmast; the main-topmast was gone.
was gone when you got there the Friday?—
was gone the first day, and our wonder
we took notice of that, because there was a
cutting the landyards, and she still stood.
her masts were standing on the Tuesday?
s; the masts were never gone when I saw

hen was the last time you saw her, either
or from the shore?—I think it was Tues-
I think it was Monday I went to Deal,
Tuesday I went to the wreck again.
you see her again, or did you go back to
on?—I was here a day or two, and then
back to London.
ere you here as late as Thursday or Friday
t week?—I do not know.
far as you know, she might not have been
water as late as the 11th September?—I
t think there was anything of that sort
, as far as I know; I looked from here.
you remember when it was?—I think it
Wednesday morning.
as she then standing?—You could not see
of her; we had a breeze then.
you think she was so bad when you saw
n Friday, that you could not get her off?—
not think there was much chance of that.
d the master of the "Palmerston" tug think
389.

he could get her off?—I do not think that; there was not much chance of getting her off.

Captain *Hunter.*] Do you think she was in danger of sinking if she was got off?—Yes.

Did you think she would go down?—Yes; the butts were open two inches some of them, from the hogging, and more the Saturday morning.

We are speaking of the Friday?—Then it was a good deal; considerably open then.

Could you not have got on board the Thursday afternoon?—I did not get here till Thursday night. I might have gone, but there was a strong wind Thursday, as far as I know. I came down from London by the mail.

When you came the weather was fine?—There was a strong wind all Thursday night; it eased a little in the morning. I was not out all night; as far as I remember it was a wet night.

Do you think you could have placed a man on board when you got there to have taken the names of these boats?—I could, no doubt; but you see I had no authority to look after the ship at that time.

Only the cargo?—Only the cargo.

Mr. *Mercer.*] You had no authority to remonstrate with the men for removing the salvage?—The cargo only.

Captain *Hunter.*] Could you not have placed a man to see what boats took the cargo in?—Yes; we left a Dover man on board on Friday morning.

He was left in the lighter?—He was left on board the ship; the lighter was not there.

The *Inspector.*] Until the lighter came?—Yes.

Captain *Hunter.*] And then he was put on board the lighter?—Yes.

In the meantime they had gone to work with their own smack?—Yes.

The *Inspector.*] What instructions have you from Lloyds? Are they that you are to look after the cargo only?—Sometimes the cargo, sometimes it is the ship. I will show you what it is; that is the sort of thing we always have. (*The Witness produced a Paper.*)

The underwriters are interested in the hull as well as the cargo?—Not always.

I believe in this case the hull was not insured?—I believe it was not.

Did you get instructions afterwards to look after the ship?—Afterwards I had authority from the captain to look after everything.

When was that?—On the Monday; I did not find him before that.

Where did you find him?—Here at Dover.

Had he been at Dover all the time?—I believe he had; I do not know.

You went over to Deal on the Monday?—Yes.

To whom did you go on the Monday?—We went to the receiver.

That is Mr. Hight?—Yes.

What time did you go?—We left in the morning about 10 or 11.

Did you find much of the ship's gear had been received by him at that time?—No; I was astonished at the small quantity he had got, considering what I had seen in the boats.

That was on the Monday, September the 2nd?—That would be the 3rd.

Did he show you what had been received?—Yes.

Was it in his store?—Yes.

Should you be able to tell whether what is now in his stores is less or more, or the same, than

Captain *D. Russell.*

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what you saw on the 3rd of September?—I could not tell, but I could form a very good judgment.

Did you see 13 sails?—He said there were 13 sails.

Did you see any new hawser?—There was a piece.

Seventy-five fathoms?—Nothing like that.

Fifty-five?—I do not know what length.

Was it 12 inches or 7½?—It was more than 7½.

Captain *Hunter.*] And less than 12?—I should think about 10 or 11 inches. I believe there was a piece of both.

The *Inspector.*] What quantity of metal did you see?—About half a ton; he said there was about half a ton.

Then he did not show you all?—He showed all he had.

Did you make any inquiry about it?—Yes; I asked if that was all.

Where did you go to inquire?—We did not go anywhere else, only to him.

Did you go to the coast guard and ask any questions about it?—I never did.

Did you go anywhere else besides to Deal to look after it?—No, the captain was with me when I went to Deal.

Mr. Brown?—Yes, and Mr. William Iron.

Then you went back to London, Wednesday or Thursday?—Yes.

Have you made any further inquires about it since?—I have had nothing to do with it since.

Captain *Hunter.*] You say you were astonished at the small quantity of articles you saw at the receiver's?—Yes.

Are you quite convinced there was more taken from the ship than what you saw there?—Yes, I am quite convinced there was eight times as much.

The *Inspector.*] Eight times as much of what?—Ship's materials in general.

Captain *Hunter.*] How about the copper?—I should judge from what I have seen; I have had the stripping of a good many wrecks, and I should think as near as I could judge, there were three tons of metal in the boats when I saw them, and the receiver had half a ton of that.

And the canvas?—The canvas I did not see in the boats.

You saw what was at the receiver's?—I saw it was not a fourth of the ship's outfit.

And the ropes?—I could not tell, I had not seen them on board the ship.

You know what running rigging a ship requires?—I do within a little; I know there was not near all that.

What is the weight of a ship's running rigging of that size?—She had a good deal of Manilla, which would not weigh so heavy; I should think of Manilla three tons or three tons and a half; there is a deal of difference in it, some is bigger than others.

And there are two and a half tons for the hawser?—There would be more than that; she seems to have had a very large hawser.

The *Inspector.*] The first time you went on board on the Friday, what was the state of her deck?—There had been water on the deck, spray or sea flying over, but it had not floated any of the cargo.

Captain *Hunter.*] How much water do you think there was in her the first day you went on board?—The water had been nearly all over the cargo within two feet of the combings; there were thousands of vermin running about, sp and cockroaches.

The cargo was all damaged?—I believe that which was taken out at Deal the wate not touch.

Before the water flowed into her?—The never flowed into the poop where that was got none entirely dry; we had bags with corner dry, but the water had been up w two feet I should think of the combings.

The *Inspector.*] How high were the combi —Fourteen inches, that is through the deck all.

Captain *Hunter.*] You mean the water nearly up to the upper deck?—Yes, within feet as far as I could judge.

The *Inspector.*] We were told the sea chests were lying about with the lids b open, and it is suggested they might have broken open by the violence of the water?— the ashes were not washed away.

Captain *Hunter.*] You mean it is simply possible that the sea could have broken ope chests?—It is utterly impossible that th could have done that. I am satisfied there nothing washed from the ship; there might been sails blown away; there were spare on deck, and everything on deck that had been floated. There had never been any sea the deck; there might have been spray.

But not a heavy sea?—No.

Mr. *Cumberland.*] How many chests di see lying about on deck?—I did not see they were all cleared out before I got there.

The *Inspector.*] Did you see some bags clothes lying about?—No; there were some there.

Mr. *Mercer.*] How do you know what done when you were not there?—I know were not there.

You do not know they were all cleare before you got there?—I do not know by they were cleared out; the carpenter of the went off with us, and he said his tools were he had left his tools there, and he went off t for his tools; I forget what he said the value I think he said they were worth 50 *l.* to him

Captain *Hunter.*] Did he find the che He did not find the chest or the tools.

Mr. *Cumberland.*] Did you go into the castle?—I looked in.

Did you see any of the chests remaining t —I do not remember seeing a chest at all; remember seeing some empty casks.

There were 33 seamen on board; that represent 33 chests, and there were only s seven you saw at the receiver of wrecks?— not know that there were so many.

Mr. *Cumberland.*] Did you at any tim anything of the large number of chests that there?—No.

Mr. *Mercer.*] You have told the Commiss about the usage of the ship, and what the were doing in dismantling her; I think you she could not be saved yourself?—I do not she could.

Were not the men right in saving what could from her?—No doubt, if they had giv up.

But they were right in taking it away, they?—I suppose they were.

And were they right in using every eff means to take it away?—I should think did not interfere to prevent them.

know the nature of the Goodwin Sands?
uld think I do.
know a ship is there one tide, and is gone
xt?—If a gale of wind comes on.
September gales do come on?—We had
n.
refore, the greatest expedition is required
everything?—Yes.
, therefore, to cut away as quickly as pos-
uring a tide?—Yes.
refore, the men in dismantling were doing
—So far as I could see.
hopping off even some cabin doors?—That
ry petty.
y could not save it without?—It might be
to take the door down to save that too.
haps there was not time?—There was time,
all dry.
se men were on board as salvors in charge
ship?—I did not see them chop the hinges
at was done when I got on board.
ship was derelict?—Yes.
the Goodwin?—Yes.
ndoned by the crew?—Yes; I cannot tell
the legal term would be, without hope of
ry.
l you knew they had a right to be there,
ad a right to do what they were doing?—
ot think I should dispute it; it is a great
e to suppose the Goodwin is a quicksand;
thing of the kind; I know what a quick-
s, and the Goodwin is not a quicksand; it
harp sand, not a quicksand. It is a great
e; a ship goes down in that sand as she
in the Nore or any other sand.

Inspector.] This vessel seems to have
at the edge of the sand?—She struck, and
over; there was a low shelf; which side
uck, I cannot tell; I think he must have
nside.

truth of it was, he mistook the South
End light for the South Foreland light?
t might have been the case; I rather think
inside when he got ashore; at any rate he
und inside. The way a ship goes down in
oodwin Sand is this; the tide scours the
om under her, it is sure to cut across her
time of the tide, and to scour the sand
and leave her unsupported, and he was
n the sand and Deal.
ean that he thought he was by the South
nd?—There was scarcely the length of a
between the ship and where the sand was
r nearly dry; it was all dry the next time
t there, a bank of 20 or 25 feet wide, a
ridge.
at quantity of rice was saved altogether?—
1,300 bags; about 100 tons.
you know the quantity of rice she had on
?—I do not know.
as over 20,000 bags?—I think it was.
l you any account of the weight of the
—I had it in tons; I came direct from the
Wight here, and did not bring it.
e you got it?—I have it at home, and will
t to you.
tain *Hunter.*] Did you take all the dry rice
re and aft, or did you work right down?—
not see any completely dry; one corner was
nd so on; it appeared the water had been
about two feet of the hatchway one side,
t the bags were wet; and before we begun
the cargo, the "Gipsy Queen," the Dover
, had picked out all the dry there was; they
had been at work before we got there, while we were going to get a barge.

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They delivered all her rice up?—Yes.

Mr. *Mercer.*] Do you know how much a ship will go down in the sand in a tide?—It depends upon how hard the tide runs, entirely, and the kind of sand she is in.

This sand?—That particular ship had gone down perhaps two or three feet in a tide; she had been there from Thursday morning to Friday morning, consequently the two tides in 24, when I saw her; a little more there would be three six-hour tides.

How much had she gone down?—She had not gone down so much aft as she had forwards.

The *Inspector.*] You said she had gone down four feet?—Yes.

Mr. *Mercer.*] Was that aft as well as forward?—Not so much aft; there was nine feet of water, so far as I can remember, on the starboard side, and about three feet the port side and forward.

I should think she was down to the nine foot mark?—Perhaps; but I did not notice the mark.

How do you form the opinion she had gone down four feet?—By the shape she was sitting in; the way she lie on the ground.

Could you tell by that how much she had gone down forward?—Yes. I sounded how much water there was; and the vessel must have gone down all there was below the bottom of the water.

How could you judge how much she had gone down below the water when you did not notice the mark?—I did not notice the mark on the stern; I saw the after mark.

I speak of forward?—I did not notice that.

Then she might have been more than four feet down?—Yes, and she might be less; that is only a matter of opinion. It is not a matter of fact, it is a matter of opinion.

Captain *Hunter.*] That applies to the fore-end?—Yes; I say about that.

The *Inspector.*] No one could go down and tell exactly?—That is why I say I believe it was.

Mr. *Mercer.*] Did you see the "Wellington" tug out there?—Yes.

Was she sunk?—Yes.

Covered over?—Not entirely.

How much was out of the water?—Her rails and paddle-boxes were out of the water.

How much out of the sand?—I did not go to her.

Can you form an opinion?—I should think a good deal out of the sand; there was a deep hole round her.

She had made a gully?—Her rail was out of water a good bit.

Could they get at the engines to get them out?—I do not think they could, because she lie in broken water all the time she was outside the bank, and the sea appeared to break over her always.

Did you say the copper was taken right round the ship?—Right round, except under the anchor. I do not think it was there, because they could not get at it.

Then it was not right round?—Right round, within a foot or two; there were boats all round her.

Whereabouts was the anchor?—The anchor was on the starboard bow, hanging down from the hawse-pipe.

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How many sheets remained on, on account of the anchor?—Very little; there was very little left there.

I speak of the place under the anchor?—Part of four sheets; may be four or five sheets; very little indeed; it was something they could not conveniently get at.

Four sheets from the water's edge to the anchor?—There might be four or five sheets, altogether, under the anchor.

That, you say, they could not get at?—No.

If there were four or five sheets forward where they could not work?—I mean four or five sheets left under the anchor, which they could not get at.

What depth of copper was there out of the water?—None. There were only four or five sheets of copper in all. They had worked down to the water's edge, and under the water. They were working five or six inches under water, and more than that, with those prongs; and where they could pull a sheet off they did so.

Mr. *Cumberland.*] The anchor was hanging over the bow?—Yes, and they could not get at it.

Mr. *Mercer.*] Was this at nine in the morning?—Eight in the morning.

And all the copper was off it?—The greater part of it; they had nearly finished it.

What state of the tide was it?—It was low-water tide.

How long had they been working then?—I could not tell, because I did not see them until then.

You have been speaking about a good many things you had not seen?—I suppose they followed the ebb down.

You have been asked about a good many things you have not seen?—Some of it is opinion. I only know the work they had done. I not say when they began, because I did n and I should think there were somewhere 40 men at work in all on that side.

Mr. *Cumberland.*] Can you give the C sioner any idea. You say you are well acqu with the stripping of ships, and so forth; c give any idea of the quantity and weight o which had actually, from what you saw stripped off?—I think about three tons.

Mr. *Mercer.*] How do you form your of three tons?—There was a great bulk of it was all in the boats.

Did you see every boat that had copper —I saw a lot of boats there, and they copper in them.

Had they all the same quantity?—No, I say not.

How do you form your opinion abou tons?—Because I formed a judgment fr bulk.

You saw lots of bulks?—Yes, but I cou guess at it; it is guess work; I did not it; I have seen a good many wrecks s myself, and assisted at it.

Mr. *Cumberland.*] And you have had experience?—Yes, more than any man i land, Deal men included.

Captain *Hunter.*] Were you assisted i guess by looking at the ship, and seeing came from it?—I could judge by that also

Mr. *Cumberland.*] How long would it t or 40 men to do it?—I believe 30 or 4 wrights could not have done half as much Deal men did, not if they were paid by the

Adjourned till To-morrow morn Ten o'clock.

Town Hall, Dover.—10th April 1867.

EDINGS before *M. Bere*, Esq., Inspector, and Captain *Hunter*, Nautical Assessor, nted to inquire into the Circumstances connected with the Wreck of the Ship RTH."

Fourth Day.

Jarvist Arnold, Sworn; Examined by the *Inspector*.

J. Arnold.

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you the Master of the "Earl of Zet- —Yes.

all her a lugger; is she a lugger, or a unt?—A lugger; the largest lugger that built in Deal; about 18 tons register.

half decked?—Yes.

long have you been the master of her?— nce she has been built; I have been of a lugger 31 years, and nine years of

crew do you have with her?—That de- n the weather; seven is generally her

u remember the morning when the ship " was stranded on the Goodwin?—Yes, ll.

ou go off to her that morning?—Yes.

re of Kingsdown, are you not?—Yes.

ou go off the Thursday morning?—No, irst morning, the morning after.

as stranded the morning of the Thurs- almost forget the morning; however, I nt to her one morning, and that was the ning.

as stranded the morning of the Thurs- What day of the month was it?

Thursday?—That was the morning I t was the first morning she was seen on dwin.

time did you leave Kingsdown?—About k in the morning.

left with you?—The crew.

besides; what other boats left; were you boat to go?—There were two or three.

h were they?—I only have come to re- myself.

ave got to answer the questions I put to hat were the boats?—"The Caxton," lary," and "The Pilgrim."

ou all leave together?—Yes, nearly so, few minutes.

far from where you started was the —The distance from the Goodwin Sands shore depends on the position of the where she lie I should say was four miles and a half.

time did you get to her?—About half , or 12 o'clock; I cannot say to a few

t was the state of the tide when you got -Flowing water.

What state was she in when you got there?—She looked like a complete wreck; she was as full of water as she could hold, and it was flowing over the deck.

The hold was full of water?—I suppose so; we could not tell, we were not in the hold.

Did you go on board her?—Yes, as soon as we got there.

How many went on board?—Four or five from each boat; something like that; as many as we could spare.

What of her masts were standing?—All three masts.

The main-topmast, was that gone?—I am sure I cannot say. I do not want to say anything but what I know. I cannot recollect whether it was or not.

Was the mizen-topmast gone?—That I cannot say.

Were the sails bent?—A portion of them.

What sails were bent then?—I am sure I cannot say; I kept no log of the matter.

You can remember something about it; was the main sail set?—The courses were set, the foresail and everything was flying about in some shape or other.

I do not want the sails that were torn, but were the sails regularly flying at that time; I think they were set?—They were not set because the wind would soon set them adrift; the Goodwin Sand is like a scramble; one takes one thing, and another takes another.

The wind, and the boatmen?—Yes.

Mr. *Mercer*.] The ropes were let go?—Yes, the halyards. If a ship gets ashore, and you cannnot get her off, they generally ease as much as possible.

The *Inspector*.] Was yours the first boat there?—No.

Who was there before you?—I cannot say; four or five.

Did they hail from Deal beach?—Yes, we all hail from Deal beach.

You cannot tell us what sails were set then? No.

What running rigging had she left then?—I cannot say that, but what she had got was very indifferent; it was not worth bringing away; mostly kyar.

It was not worth bringing away?—No, and I did

J. Arnold.
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did not bring any. This is the first time I was in a witness box in my life.

How long did you stay on board?—We were there about two hours, or two and a half.

What were you doing all the time?—Doing what we could for ourselves.

How did you help yourselves?—We could not help ourselves; there was nothing to pay us.

What did you try to help yourself to?—What we liked.

Tell us what you did get together?—Two or three or four sails, and a hawser or two.

How did you get them?—We unbent them.

How many sails did you unbend?—Two or three; a staysail.

You brought a spare jib?—Yes.

Where did you get that from?—I think that was lying about the deck.

Do you mean to say you did not go down in the cabin where the sails were, and take it from the cabin?—No.

Or one of the men?—I will not say about the men, there were four or five on board.

When did you first see that jib?—In the boat.

Then you do not know where it came from?—No.

What other sails did you bring ashore?—I cannot exactly say what they were, but I think one was a trysail.

Where did you get that from?—That was unbent.

Captain *Hunter.*] By you?—Not by me, because I was sometimes in the boat, and sometimes in the ship, and I cannot say now whether that was unbent or not.

The *Inspector.*] Was it handed to you from the ship by one of the crew?—Yes, into the boat.

What is the name of the man?—Epps.

Mr. *Mercer.*] You mean it was not torn?—I cannot say it was torn. I did not spread it out. I can soon find that out by asking the crew who were in the boat.

The *Inspector.*] There were two other sails; what were they?—One was a flying jib, I think, or a staysail.

Was that unbent?—I cannot say that; you must inquire of the crew, because I do not go aloft myself.

Was there a fore-trysail?—I think it was a fore-trysail; it is so long ago I can scarcely recollect.

How many seamen's chests did you bring ashore?—I think it was three.

Were they handed to you into the boat?—Yes.

By your men?—Yes.

Did you see many when you were on deck?—No.

What state were they in when handed to you by your men?—One was empty, I know.

Were they open?—The lids were all open, knocking to and again. I wanted to chuck them overboard again.

You did not think they were worth saving?—No, I did not think they were worth saving; one said he should like to have one, and another said he should like to have one, and I said, "Then take them if you like."

Are you quite sure there were only those three?—Yes, I think it was three; I will not be certain.

You say you stayed with your boat two or two hours and a half?—Yes.

The tide was running then?—The water until about half-past one.

Could you see how deep she was in the Yes.

Could you see her marks, fore and a could see that the water washed over the ing boards that are on the deck.

Captain *Hunter.*] You mean at the high water?—Yes.

The *Inspector.*] Before you left did y her watermarks, fore and aft?—No, the was above that.

Then you could not see the metal a time?—No.

Then you did not bring any metal at al with you?—No, it must have been a good to have got it then.

How many boats did you leave behin when you left?—There might be five o they kept coming from all parts; I cann you the exact number.

Were they English boats?—What I the time were.

What time did you bring your things a —I should think about half-past four o The boatmen hove up before dark.

Captain *Hunter.*] You did not go off that day?—No, nor yet the next; I saw enough.

The *Inspector.*] Who was present whe hove the "Earl of Zetland" on the bea One or two coast-guard.

Was John Pay?—Yes.

Anybody else?—I left the boat in cha John Pay after we left her.

Did you come straight in?—We fetched on the first tack; we could not come straig the wind would not allow it.

The second tack did you come in?—Th tack we made to the shore.

You did not stay off Kingsdown, and come in?—No.

You did not anchor?—No; laid to a while.

For how long?—Such time as we got th ready ashore to heave the boat up.

How near to the shore did you lie to?— a quarter of a mile, perhaps.

Have you got a little boat belonging t lugger?—Yes.

What do you call it, a dingey or a coo —We call it a punt.

Did the punt come ashore?—Yes, and p the crew.

Who came ashore in the punt?—I wa I think.

Who else?—I am sure I cannot say. find all that out.

Did you bring anything ashore?—N came ashore for this purpose, with five ha the punt, to get the gear ready to heav boat up before dark.

Nothing that you know of was brought punt?—No.

That you know of?—I must know it if i because one of the punts will not carry than seven or eight people.

It will carry a good many things b seven or eight people?—A little gold d might.

Yours is the largest lugger?—Yes.

Are the others, "The Caxton," "The M

e Pilgrim," the same size?—Something not quite so good.

n or sixteen tons?—That is about it; axton" is nearly the same size, not

about the same number of crew?—he same, within one or two, perhaps.

d not go back to the ship at all?—Not

was your reason for not going back?—there was nothing to pay us; we shall pocket now. It cost us about 3 *l.*, and bound we shall not get it for salvage.

ay it cost you 3 *l.*?—Yes, for damage to , and one thing and another.

et a third after the expenses are paid?—it.

Cumberland.] You say you left Kingsach in the morning for the wreck?—ut 11.

ou returned, and your boat was hove in the dusk of the evening?—Yes.

many hours were you at the wreck?—wo or two and a half, as I said before.

ght be a little more?—It would take us o come back against a head wind and a te than it would to go. It did not take re than an hour to run to the Goodwin ith the tide, but we have to make up the tide to get ashore.

ou go below while on board the ship?—

only remained on the deck of the ship?—all, and alongside in the boat.

you not go on board the "North"?—No, went over her deck.

you go on board her at all?—No, only in annel.

ain *Hunter.*] I understood you went on —No.

Inspector.] Do I understand your lugger go alongside?—No.

far off were you?—Not a quarter of a not a 100 fathoms of rope.

hat time were there any luggers alongside l?—I never saw any lugger.

e there any galley punts there?—There o galley punts.

the lugger anchored?—Yes.

as soon as anchored, you and some of the t into the punt?—Yes.

e of the crew went into the vessel?—Yes.

you stay in the punt?—Yes.

ng backwards and forwards to the ship?—

e as near as you can what time it was she hove up on Kingsdown beach?—I think about half-past five or six, the close evening.

t is not the close of the evening, on the f August?—That is when she was hove up, se of the evening.

t is between eight and nine at that time of ar?—I cannot say.

you got a watch with you?—No, I never nc.

know the time by the sun?—We generally by the sun.

know the sun does not set at that time? now it does not; but I was not prepared se things.

started about 11, and you got to the shore f-past 12; started two hours and a half, rings you to three, and you did not get

back till half-past five; what were you doing all that time?—Cruising about. *J. Arnold.* 10 April 1867.

That would not take four hours?—It would take three to do that. In the first place we fetch Sandown Castle, then we have to make for Kingsdown.

What had you to fetch first?—First Sandown Castle with the wind.

That is above Deal?—Still we have the flood tide.

That is your first tack?—Yes.

Where do you go then?—The next tack we fetched a little beyond Walmer Castle, and then we had to tack again.

Then they had to come to Kingsdown?—Yes.

How was the wind?—About west.

What was the next tack?—We fetched, as we thought we should fetch, Kingsdown; we reach off, then in again.

About how far off?—About a mile.

And then you came in?—Yes; in a boat.

How many miles do you suppose you came in with them?—I think I can pick it out from the chart (*the Witness referred to the chart*); about 14 miles.

Captain *Hunter.*] In three hours?—Yes; that is as much as they will do in that water in the wind.

That is slow going with a good lugger?—No, it is not.

The *Inspector.*] Before you land on the beach, how near do you get to the beach?—As close as we could.

Had the punt gone ashore before you got off Kingsdown?—No.

Mr. *Cumberland.*] I want you to tell me how often did your boat leave your lugger for the ship?—This is the truth. I left the lugger in the punt three times. Now I says to my people, "You can go if you please; there is nothing there to pay me; if you wish to risk your lives you can go; I do not go any more." The very next time the boat went, they catched the sea and catched on the slew of the ship's anchor, and hung one by the gunwale, and one by the fore chains.

How many times did your small boat go to the "North" on that afternoon?—Four times.

Captain *Hunter.*] With four loads?—One load was a live one.

Mr. *Cumberland.*] Did the boats on each of these occasions bring anything back from the "North"?—Yes.

I want you to tell me what she brought back on each occasion?—I cannot tell you exactly that. I am sure I cannot tell you that; which sails she brought back at each time.

Each thing at any time?—She brought back a chest, I think, one time, and two sails.

Did you see the chest brought back?—I brought the chest back. I was in the boat when the chest was brought back, and two sails at one time, and two sails at another.

And how long was the boat gone on each of these occasions?—What do you mean?

How long was the small boat away from the lugger on each of these occasions?—About half an hour or 20 minutes; something like that.

And you swear that those were all the articles she brought back from the "North"?—I swear so.

The *Inspector.*] Are you quite sure there were only three chests?—I am certain. I cannot say to one; whether it is three or four, I cannot say;

J. Arnold.

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it is so long ago now. I think it is three chests and four sails, if I am not mistaken.

What was your lugger doing on the next day, the Friday?—On the beach.

All the day?—Yes; it was an inning day, that is what we call it. Early next morning we prepared to go to sea, but not to go to the "North;" she goes to the westward in a day or two.

She did not go out on the 31st?—No.

On the 1st of September?—No; she only went out the once I am speaking of.

I suppose she could not have gone out without your knowing it?—No.

How many Deal boats were about her when you got off her?—I should think about four; four or five, something of that sort; I cannot say to one.

Were they luggers or galley punts?—Luggers.

There were four or five Deal luggers when you got there?—Yes.

Did any others come while you remained there?—Several kept coming.

All the time you remained there?—Yes.

Were they all Deal luggers?—I do not think they were. There were some from Ramsgate, some from Broadstairs, and one place and another; I cannot swear to that; I was not on board of them.

I suppose you know the difference between a Deal lugger and a Broadstairs and a Ramsgate lugger?—Yes, by the look of them.

You do not want to go on board to tell that?—No.

How many Deal boats were there there in the course of the day while you were at the wreck?—There might be 10 or a dozen; there might not be so many, including the Kingsdown boats.

I mean including all the Deal, Walmer, and Kingsdown boats?—There might be something like that; I did not count them; about 10 or a dozen, so far as I can judge.

Do you include in that number small boats, such as galley punts and punts?—I do not recollect seeing any galley punts that day; mine was a short visit.

They were all luggers then?—Yes.

Did you, when these chests were brought on board your boat, make any inquiry of your men as to what had become of the contents of them?—I was in the boat when I received the chests, and the answer I made was, "What did you hand these for? they are no use; I shall chuck them overboard," the lids flying one way and another; they were all similar.

Captain *Hunter.*] Did you see any clothes?—I did not see any sailor's clothe did, I would not have picked them up.

The *Inspector.*] If they had been pret you would have picked them up, would y —Yes.

It depends upon how they were w Yes.

Mr. *Cumberland.*] Did you notice whet of your men, when they came back fr wreck with the empty chests, had an clothes on their backs, such as pea-jack coats?—I saw nothing of the sort.

And you swear that those four sail those four empty chests, are all that brought from the "North" to your lug Yes.

The *Inspector.*] He did not say four?— not be certain whether it was four; I t was three, but I do not know whether three or four.

Mr. *Mercer.*] Were there two hammo Yes; I recollect that.

The *Inspector.*] Give us the names of crew that went with you to the "North have not got the names with me.

You have them in your head?—No.

Do not you know the names of your cr We do not always sail with one crew; tell several.

Tell us what you can?—John Epps i and William Arnold——

Is that a son of yours, or a relation?—B relation of mine. Henry Pott, Stephen St if I had known you wanted this, I would had it all perfect. Will it not be as well t to send them to you?

It will do quite as well?—I want to be rect.

Captain *Hunter.*] Did any of your crew in any of the other boats afterwards to vessel?—No, not that I know of. When to sea, that is, the westward cruising, we h proper crew; when we have a run to the S we have a mixed crew.

There is no regular crew to the boat?— if I was bound fishing there would be a re crew.

Mr. *Mercer.*] And if there had been a re crew you could have told the names at onc Yes.

EDWARD DOWELL, Sworn; Examined by the *Inspector.*

E. Dowell.

ARE you a Marine Store Dealer, living here?—Yes.

Have you got your books with you?—Yes (*the Witness produced his book*).

Who is Mr. Kenny?—An Irishman who lived at the pier.

You bought a good deal from him in August?—Yes; he used to attend to ships.

And also on the 1st of September and 8th of September?—Yes; I used to deal with him; he was the biggest dealer we had in Dover.

Does he live in Dover?—Unfortunately he fell over the harbour, and was drowned, a short time ago.

Can you tell me whether any of this you bought of Mr. Kenny you afterwards sold to Phipps?—As I buy it I carry it there; whe think we have a load we carry it there; s times we carry a ton, and not very often and a half, because we only keep one horse; sometimes half a ton.

It was 1 ton and 3 cwt.?—Soft and rope.

And Manilla together?—Yes; because see we made two loads of it then.

You seem to have bought 5 cwt. 1 qr. 22 lbs. of hard rope from him?—He gets a quantity sometimes.

And there is 12 cwt. 1 qr. and 10 lbs. of col what is that?—That is rags; we get a

pe out of them; if there is any rope
e do not tell them it is worth more; it
a disadvantage to us.
u tell where Kenny got his rope from?
used to go down sometimes to the ves-
used to be sometimes half a ton of
canvas; he used to send for our cart, and
cart down. In fact, I used to buy a
off captains myself.
he got a large quantity, he brought it
?—Sometimes I would clear him out
three weeks or a fortnight, or once a
I used to find him the money to buy;
rtunately when he fell over the har-
wed me 36 *l.*
u not deal with other people besides?
there are lots of people. You see there
that comes in large quantities; but
halfpenny worth we do not enter in the

ty-one pounds of copper; what was
eathing?—I cannot say what sort it

ever it was, if it was metal, not iron, you
t it down as copper that came from a
ttom?—I should put it down as brass, if
rass.
in *Hunter.*] You would not call what
rom a ship's bottom brass?—No; you
all brass copper.
ot brass either, and it is not called brass;
w that as well as I do?—What is it

called copper, as a rule?—Then I will
pper.
Inspector.] How much do you pay for the metal brought from a ship's bottom?—According to the market. *E. Dowell.*

10 April 1867.

If copper was 6½ *d.* and brass 4½ *d*, what would you pay?—If it came off a ship's bottom I should not pay above 4½ *d.* for it at this present time.

In August last?—I cannot tell how the market stood, perhaps 5 *d.* it was at that time. You see the copper at this present time is 6½ *d.*, and brass 4½ *d.*; the markets are lower now.

Captain *Hunter.*] What do you give for copper now?—Sixpence-halfpenny.

The price at present of new metal is 8½ *d.*?—I know nothing about that; we have to pay the carriage to London for it.

The *Inspector.*] Do you send the metal to London to sell it?—Yes.

You cannot get a sale for it here?—No; nobody uses it here.

What sort of people did you send it to in London?—Sometimes one, and sometimes another, according to the market.

Do you send it up to a founder?—No.

Captain *Hunter.*] Do you send any to Young, Dawson & Co.?—No; I never deal with any firm, not unless I was going to buy from a ship off the slip. If I bought two tons of Muntz's metal, then I should try the firm; it would not do for me to try a firm for a hundredweight or two.

You cannot give the name of anybody in London you sell it to?—I could give the names; perhaps it is one one time, and another another, according to the market; sometimes it is Hyams, sometimes Harris, and sometimes Pontifex & Wood.

ROBERT BROWN, Sworn; Examined by the *Inspector.*

you a Master Mariner, living at Deal?— *R. Brown.*

were you, in August last, master of a
assenger steamer called the "Robert
"?—I was.
ou remember the 30th August, when the
s wrecked on the South Sands End?—
nber that.
he morning of the day she was wrecked
ather was rough?—It was very stormy.
how long did that last?—It moderated
our in the afternoon.
could see the wreck, of course, from
—You could see it from the pier.
late on the Thursday did you yourself see
the pier?—I saw it up to about half-past

d you see whether her sails were bent at
ne?—I could see portions of them were
t that time.
d you see what sails they were portions
hat time?—At that time there appeared
topsail forward on the foretop-sail yard,
e foresail appeared to be clewed up, and
away, as it were. The head sails were
lso; the jib, and the foretop-mast stay-

e the mainsails there?—The mainsail-
vas there, but the maintop-mast was

maintop-mast did not go until the next
g?—The following morning, about half-
n.

I want you to confine yourself to what you saw the Thursday?—The steamer went down there on the Thursday morning, about half-past seven.

Your steamer?—I was not on board of her.

Who was on board of her?—Two men belonging to Deal, one named Riley, and the engineer, and the boat's crew.

William Riley, of Deal?—Richard Riley.

What is he?—He is a man that goes in the Deal boats.

And who was the other?—I do not know the other one's name.

Was he the engineer?—There was another Deal man, the engineer, and the whole of the crew of the boat were there.

Who is the engineer?—He is living in the Tyne.

What is his name?—His name is Robert; I have not got it just in memory at present.

How many of the crew were on board?—The engineer, two stokers, and the mate.

What is the mate's name?—Baines.

Is he to be had?—He is in the Tyne; the boat belonged to there.

The "Robert Burns" belonged to the Tyne?—Yes; I had hired her down there working.

Is she down there now?—Yes.

Mr. *Cumberland.*] Is she likely to be coming back to Deal this season?—No. The boat went off with an idea of saving life.

The *Inspector.*] At half-past seven in the morning?—At half-past seven in the morning.

R. Brown.
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That was the time she started from Deal?—Yes.

Did you know she was going?—I did not.

She started without telling you?—Yes.

How long was she going out?—She was a good time, because the water had fallen so much; she had to go round outside the sand before she reached the vessel; perhaps an hour.

How long did she stay there?—About an hour.

And then came back?—She returned to Deal pier about half-past ten that morning; she was about an hour by the wreck.

Did you ask them anything about the ship when they came back?—I asked if any of the crew were left on board, and the state of the ship.

They told you there was no crew?—No crew on board.

What did they say about the state of the ship?—The said the vessel appeared to be broken in the middle just abaft the fore-rigging. I asked if any of the stores seemed to be removed, that they could see, and they said nothing at that time.

Captain *Hunter.*] The weather was bad at that time?—The weather was bad at that time, and the boat had great difficulty to steer up to the wreck.

The *Inspector.*] It was low water at that time?—Low water.

You did not go out that day?—Not that day.

And the last thing you yourself saw of her was half-past four that day?—Yes.

And, as far as you could tell, a good many of her sails were still flying?—Yes.

The next morning you were on Deal Pier about eight o'clock?—Yes.

Was that the next time you saw her?—Yes.

Was eight o'clock the Thursday morning the first time you saw her?—Yes; Friday I visited the wreck.

Was it the Thursday morning you saw the maintop go over?—Yes; shortly after the steamboat left we observed the mast go over.

Captain *Hunter.*] About half-past ten the Thursday morning?—Yes.

The *Inspector.*] Friday, the 31st August, you went out to her?—Yes.

What time did you go out?—We left Deal Pier a little after three o'clock.

Did your boat go off in the morning?—Not in the morning.

How many boats had gone from Deal that morning?—There were a party of boats left Deal that morning.

How many?—I did not see the number.

I do not want to one?—There might be three or four.

Were you engaged in duty on the pier?—I was working a boat with passengers between Ramsgate and Deal; we were running three trips a day between Ramsgate and Deal Pier.

You were running your vessel from Deal to Ramsgate and back that morning?—Yes, every two hours we were backward, as it were, and the passage occupied about 40 minutes.

You left deal Pier about three o'clock?—Yes.

What time did you get to the wreck?—We were about 15 minutes steaming through the wreck, and got there at 20 minutes three.

The water would be full then?—The would be full.

How much had the water fallen; could tell by the water-mark?—I think the wat have fallen about eight feet, judging by t I took the passengers in at the pier. It fe rapidly the first part of it.

Did you see her water-mark at all?—I see the water-mark on the port side aft, b forward; the hawse boxes were in the forward at that time that I was there.

At that time what quantity of metal ha got, that you could see, do you suppose could not see any on the port side at all vessel had a strong list.

How much had she listed over?—I think four streaks, quite.

How much was on the starboard side? we came round the starboard quarter, I see to the depth of about three sheets of me far as the mizen rigging; from the stern the mizen rigging.

You could see her draught, then?—Yes

How far was it?—I did not observ marks.

Did you see the height of the copper appeared to me to be about 19 feet; co up to 19 feet.

Captain *Hunter.*] Are you positive of th is that only a guess?—I could not be posit that; the vessel appeared to me to be n up to about 20 feet; I could only see m that extent.

Perhaps you did not look particularly? copper seemed to be rather high at the her.

Which end?—The after end; under the ter, as it is termed.

When you got off there, what boats there?—There were about 30 or 35 boats vicinity of the wreck.

What sorts of boats were they?—The that I saw there seemed to be of the desc of luggers.

A Deal lugger?—Deal and Dover; w some of the same description at Kingsdow as far as Ramsgate and Margate, I have se same description of boats.

Did you see the names of any of these on the sterns?—Not to distinguish them.

Did you see any of the boats called punts there?—Yes, a few of them.

How many boats were alongside the s that time?—There were five at that tim they were the small boats; two of them s to be small boats that the large luggers when they go off on a cruise.

How many men were on board at that —I should think there would be about 7 day.

At that time were the sails still flying?—

At four o'clock in the afternoon?—Por them were flying.

Did you see any large portions of sail flying at that time?—Yes; there was a n the fore top-gallant sail attempting to u that, and that was still bent.

Was he trying to get it?—He was try unbend it, but the mast seemed not steady.

Do you know what man that was?—not.

e succeed in unbending it?—He did not
me I was there.
other sails?—A portion of the foresail,
ortion of the topsail, still flying on the

running rigging did you see left?—
emed to be parts.
of rope hanging down?—Bits of rope
down, and coiled over the pins.
ou go on board?—No, I did not go on
we had a very good view as we passed
t side. We went very close to the

near did you go?—We went that close
passed between the "Wellington" that
k, and the ship.
e was the "Wellington" tug sunk?—
ere (*referring to the Chart*).
was the draught of your steamer?—
et.
were the men on board the "North"
—They seemed to be getting the gear
, and undoing the running gear, making
oils.
you see any of the gear handed into the
—I saw a portion.
you see any sails handed into the boats?
ny sails.
ou see any cargo handed into the boats?
n the Friday.
ou know a smack called the "Gipsy
"?—I do not.
there some smacks alongside?—Not
le; in the vicinity.
there a lighter alongside?—Not on the

you quite certain there was not a lighter
the Friday?—Not on the Friday; I did
one.
long were you there?—About 20 minutes
he vessel, not more.
round and round her?—Yes.
you managing your steamer yourself?—
n the bridge, in charge of the steamer.
g directions how she should be steered,
the engines were to work?—Yes.
took a party out from Deal to see the
—Yes.
ain *Hunter.*] A pleasure party?—Yes.
Inspector.] You did not get any of the
on board the "Robert Burns"?—Not

copper that you saw, did any of it appear
been disturbed or stript off?—Yes, a
aft, from the mizen rigging to the aft part
tern-post on the starboard side.
deep did it appear?—About three sheets
there were parts more or less that were
nly taken; it seemed to be about three
deep from the mizen rigging to the aft
the stern-post.
deep would that be?—About three feet,
g for lapping.
high was the starboard side out of the
—I should judge about 11 or 12 feet
ips, from the covering board to the

ain *Hunter.*] The water had gone down
n hour or an hour and a half?—Yes.
Inspector.] Between the mizen chains and
in chains was there any copper stript off?
a portion there, about one sheet in depth;
p seemed to have a slight declivity in the
r she was lying.

How far was she out of water then?—About 11 or 12 feet amidships. *R. Brown.* 10 April 1867.

How much copper could you see at that time?—About a sheet, or a sheet and a half; the ship seemed to lie in a gully.

Did you see that the copper had been stript off her; you saw that she was stript about three feet six at this part?—Yes.

Then came the water, and you could not see what had happened to the copper which the water covered?—I could see the edges of some of the sheets where they had been stopped stripping off; I think I could see the edges of parts of the copper still remaining on at the water's edge.

How about between the main and the foremast?—There was little taken off there; there was a portion of wreck hanging there which seemed to have obstructed any taking off there.

What was it the wreck of?—It seemed to me to be the wreck of the mizen top-gallant mast; it had been thrown overboard, I should have thought, to have cleared the decks.

Was there any gone aft?—I could not see any there; the ship was lying quite in a gully, the forepart of her.

Were there any foreign vessels alongside?—I did not see; I saw one or two of those *chasse marées*, the French vessels, cruising about.

But you did not see them near the wreck?—I did not see them near the wreck.

The foremast and uppermast were standing then?—They were all standing then.

The standing rigging was there?—It was all there on the foremast.

Had the halyards been let go?—The halyards of the head sails had been let go, and the sails had run down partly.

Captain *Hunter.*] On the Friday they had all gone; the sails were not there on the Friday?—There were portions of the head sails there on the Friday when I went off.

The *Inspector.*] Then you stayed about 20 minutes, and came back?—Yes.

And went back to Deal?—I went back to Deal.

Did you see the ship again that night from Deal?—I saw her at a quarter past four that night.

From Deal?—From Deal.

She was much in the same state as when you left her?—She was, to all appearances.

Did you see her again at all before sunlight that night?—Not before sunlight that night.

Did you see her next morning?—Yes.

Did you go out again?—In the afternoon of the Saturday I went out, and there was then a lighter alongside; a Dutch galliot.

Do you know where she came from?—From Dover, I think.

Are you not confusing between the Thursday and the Friday all this time?—It was the Thursday the vessel was wrecked, and I did not visit the wreck the Thursday.

Are you quite sure about that?—I think so.

Mr. *Cumberland.*] The vessel was wrecked at 2.30 a.m., in the night, very early on Thursday morning; during the night of Wednesday, we may say?—Yes; that was the morning that the steamer went out to her without me.

Are you quite sure you did not go in the afternoon of that day?—I did not go out in the afternoon; we performed our journey to Ramsgate.

You came from the north country?—Yes.

R. Brown.

10 April 1867.

Captain *Hunter.*] From Shields?—Yes.

The *Inspector.*] Saturday afternoon you went again?—Yes.

With a pleasure party again?—Yes.

What time did you get to her then?—About a quarter to four on the Saturday.

Then the tide was higher than it was the day before?—Yes.

Did you see any portion of her copper at all?—Not any then.

How long did you stay there then?—About half an hour.

What was the state of her sails then?—There were very little of the sails to be seen on the topmast at all; the main-topmast was gone, and all the wreck that was attached to it seemed to have disappeared, and there was a portion of canvas lying about the mizenmast on the Tuesday.

Captain *Hunter.*] On the Saturday?—Yes, not much; there were just a few fragments.

The *Inspector.*] Could you see on her deck at all on the Saturday?—Yes, very well.

Could you look into her cabin?—No, I could not look into her cabin; I could see the fore part of the poop, but not distinctly into the cabin.

Did you see things lying about?—There were portions of things.

What sort of things?—Bits of sail and rope.

Did you see any seamen's chests lying about?—I did not notice that.

Or clothes?—Not any.

Captain *Hunter.*] Did you see any of her copper at all at any time on the ship?—Yes, on the starboard side I did.

Was that on Friday?—Yes.

Do you mean any quantity?—About the depth of a sheet where this portion of wreck was hanging over; from about the mizen rigging as far as the mainmast.

Do you say it was pieces left where the copper was stript off?—It appeared to be the upper part of a sheet.

Of whole sheets of copper?—Yes; it was near, just in the vicinity of this wreck; it was hanging about the ship, portions of wreck.

What breadth would there be of that?—Of the copper?

How much did the wreck cover?—I should think there would be about 14 feet of it.

The *Inspector.*] Your vessel was constantly in motion, going round the ship?—Yes.

How many times did you go round?—Once round, and then steamed outside of her, and then came round again, the port side again.

You were twice round the starboard side?—Yes.

How long each time, so as to take notice of her condition?—I should think about 10 minutes.

Ten minutes altogether?—Yes.

Had you any particular reason for having your attention called to the sheathing?—I do not know that I had.

Or to the state she was in?—I generally take notice of those things, being a practical man myself.

Did you point out to your passengers anything?—Not about the sheathing.

Did you talk to them about the vessel, and where she was broken?—Yes.

Where was she broken, as far as you thought?—Just abaft the fore rigging.

Captain *Hunter.*] The break was just before the mainmast?—She seemed to be broken abaft the foremast.

The *Inspector.*] Did she seem to be more forward than aft?—Considerably more.

When you saw her on the Saturday day seem to have settled more in the sand?—seemed to have settled a good deal forward.

On the Friday could you see on the de Yes.

Did you see the doors of the half-poop?—

Did you see whether they were broken or —I did not observe whether they were br there was one of them I observed to be ope

Could you see into any of the boats that near the ship that time, I mean the second when you went out on the Friday?—Yes.

What had the boats got in them?—The on the port side seemed to have coils of ro did not observe any sails in them.

Did you see any yellow metal in them?—

Did you see any chain in them?—No chain that day.

Not the Friday?—No.

Did you ever see any yellow metal or c —Never saw any yellow metal or chain; no but rope.

As you came out from Deal did you mee boats coming in to Deal beach?—I think 20

Do you know what boats they were?—not.

Which way were they heading, for D Kingsdown?—I could not say; they were t for the land; the wind was from the westw

Could you say whether either of these you met were deep in the water?—They di appear to me to be very deep.

But as if they were carrying a large qu of metal?—They did not seem to be deeply at all.

As far as you can judge, they did not a to have any metal on board?—If they had must have had a very small quantity.

On the Saturday, was that the last da were there?—That was the last day.

Can you tell us at all when she disap under water?—On the Sabbath morni could see little of her from Deal Pier; it very hard all night.

Did you look at her the Sabbath after —The Sabbath afternoon I looked at her a

Did you see less of her then?—Less then.

And on the Monday morning?—On the day morning we went down an excursion the fleet, which were in the Downs; then Deal Pier, and steamed down round the which was lying there, and came abreast wreck of the "North."

How far from the "North"?—About m between the land and the "North."

About two miles from the "North"?—about that, or a mile and a half.

Was she gone then?—A very small port

What portion could you see?—The hull

Were the masts standing?—The masts gone.

The mainmast?—That was gone.

And the mizen?—There might be a por the mizen, but I am not sure.

The hull was still out of the water?—Y

How much?—I should say about four fe that was only the after part.

What time of the afternoon was that?—half-past three or four.

That would be high water?—Quite water.

hen did you see her again?—I saw her no
after that.
l you look for her the Tuesday morning?—
ed for her, but could not see her.
l you go out with the "Robert Burns" near
all after that?—Not after Monday.
. *Cumberland.*] You say you saw portions
sails flying on the Friday?—Yes.
hat portions were they; how long were these
ns?—There were parts on the foreyards,
or four portions of the foresail, about three
ur feet on each yardarm, that had not been
nt from the jackstays; they were as they
een bent.
ptain *Hunter.*] The sails had been torn?—
they had blown away; they appeared to
s if they had been hauled up and blown
; I could not tell whether they were cut.
pposing one leech was cut, and they got hold
clew of the other, it would have torn in
shape?—It might have torn in that shape.
r. *Cumberland.*] How many portions of sail
ou see, and upon how many spars, beginning
the fore part of the ship; were there any
ions of the jib or flying jib?—Yes, there
on the booms.
onsiderable portions?—You might almost say
of them.
as there any portion of the fore-topmast stay-
—Yes.
ow large a portion?—About half of it, I
ld think.
hat appearance did these portions present?—
y appeared as if they had been split by the
of the wind, and blown away.
id they present the appearance of having been
away, or torn away?—I could not say that
did; they were all fringed out, the portions
I saw.
ith regard to the sails on the foremast, the
topsails, and the top-gallant sail, and so forth;
t was their state?—The foresail, as I ex-
ed, there seemed to be parts of it three or
feet deep, hanging to the yards, the whole
dth of the yard.
as there one fore-top sail or two fore-top sails?
wo fore-top sails.
hat portions were there?—As far as I could
e, there seemed to be about a third of each

nd a top-gallant sail?—That was intact; it
been furled.
ere there any royals?—I did not observe
royals.
id those portions appear the same?—They
ared to be clewed up; when the vessel came
e ground the clew-lines were hauled up and
sheets started.
ow with regard to the mainsail, what was the
lition of the mainsail; first of all, was there
portion of that left?—I saw no portion of
mainsail.
id you see any portions of the main-top sail?
here was a portion of the canvas hanging
t the mainmast, but a very small portion.
ny part of the top-gallant sail?—Not any part
e top-gallant sail.
hen you saw no portions of sails, except this
portion you speak of, on the mainmast?—
t was all.
ith regard to the mizenmast; what was the
of the sails there?—I saw no sails there, and
mizen top-gallant was broken about half way

Did you notice any remains of the spankers, or any other sails?—No remains of a spanker.

What portion of the running rigging did you observe at that time?—I saw portions of them coiled over the pins, that you might suppose to be a fair average portion for a ship of that tonnage; that is abreast of the mainmast.

What do you suppose the running rigging of such a ship as that would be?—The entire quantity?

Yes.—In tons?

Yes, in tons.—Would that include all the royal gear?

Captain *Hunter.*] Everything; all running rigging?—If it is hemp, there would be considerably more; if Manilla, it would be lighter.

Put it all Manilla if you like?—I should think about eight tons.

Mr. *Cumberland.*] How much running rigging do you suppose you saw there on that occasion?—I should think, if it had been all unrolled, there would be quite three or four tons of it.

Still remaining that afternoon?—Yes, I should think so.

Captain *Hunter.*] You guess that merely by passing round in a steamer?—Merely passing round; I was not on board the vessel.

Could you form anything like a reasonable guess, going round in that way?—I do not think I could be within perhaps a ton, for the simple reason that my attention was given to the steamer, and steering the vessel.

Had you seen many of the Deal boats go off to the ship on the previous day, the Thursday, and on the morning of the Friday?—I did not see many go off Deal beach that day.

I am not merely talking of the north end, but Walmer and Kingsdown, all along Deal beach; had you not noticed many boats go out to the ship the Thursday, and on the morning of the Friday?—Yes; there were a number of boats about on those days.

You had seen those boats return from the ship?—I saw them partly returned; but, the wind being from the westward, I could not say where they belonged to, whether Kingsdown or Deal.

Were you aware, at the time you went off to the ship on Friday afternoon, that these boats that you say you saw go off had brought back considerable portions of stores and things from the wreck of the "North"?—I was not led to believe they did.

You were not aware of it as a fact?—I was not aware of it as a fact, and the boats only seemed to be in their ordinary ballast trim.

Were you about on the beach?—Yes.

Had you seen any of these boats land, to see what was brought from them?—I did not see any of them land at the south end; I was only on the beach at the south end, not the north end; that is where the principal of the goods are landed.

The *Inspector.*] Supposing one of these boats got from one to two hundredweight of metal sheathing on board, would that make any difference in her set in the water?—Not a great difference; not a hundred or two.

Who was on board your boat, on the Friday afternoon when you went out, besides yourself; I mean people connected with the steamer?—We had the engineer.

Was the mate on board?—The mate was on board.

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Who else was on board?—The engineer.

Was there anybody else?—Two stokers.

Any seamen?—Yes, one seaman belonging to Deal.

The *Inspector.*] What is the name of the seaman belonging to Deal?—Richard Riley.

Mr. *Cumberland.*] He was there that Friday afternoon?—Yes.

Anybody else?—A brother of his, who is steward of the boat.

The *Inspector.*] What is his Christian name?—I do not know his Christian name.

Mr. *Cumberland.*] How many passengers had you on board?—I think we had 85.

Were they mostly Deal people?—They were mostly Deal people.

Do you know the names of any of them?—I cannot say that I recollect.

You must have known some of the people by sight, I suppose, if they were all Deal people?—A good portion of ladies among them.

Cannot you recollect any one of the passengers?—A gentleman of the name of Stanley, I think, was there with his family.

Where does he live in Deal?—He is living, I think, in Lower-street.

Do you recollect anybody else among the passengers?—I am a stranger to Deal myself; I know so few of them; I do not know of any other parties.

Mr. *Mercer.*] How long have you lived in Deal?—Eight months.

Mr. *Cumberland.*] You seem to have had your attention rather particularly directed to this vessel for several days afterwards?—Yes.

Did you notice when the mainmast went?—It went about, I think, half-past 10 in the morning.

On what day?—On the Friday morning.

I am talking not of the topmast, but of the mainmast?—I beg your pardon; I did not see the mainmast go at all.

The *Inspector.*] It was gone on the Monday?—It was gone on the Monday; but I did not see it go.

Mr. *Mercer.*] But it was gone on Monday?—Yes.

And the foremast too?—All the masts had disappeared on the Monday, with the exception of a small portion of the mizenmast.

The *Inspector.*] Had you come from Shields with the "Robert Burns"?—Yes; I brought the vessel from there.

And you have lived on, since that time, in Deal?—I have lived there since that time.

Are you proposing to stay there?—Yes.

What are you doing there now?—I am in the shipping agency, and I intend to have a steamer there this season.

Mr. *Mercer.*] Was the gear of the main-top mast, or the rigging, hanging over the water on the Friday?—There was a portion of it on the starboard side; but I could not say whether it belonged to the topmast or not; it appeared to me to be a portion of the wreck; it was in the way on the deck, and the men had thrown it over to clear the deck.

Was that Friday?—Yes.

Was that cordage?—Cordage and spars were over the starboard side.

It had not been taken away?—It had not been taken away.

And you saw coils, and ends of halyards, things on the pins?—On the pins, in the fore part of the vessel.

Could that have been easily carried away?—They could easily be removed.

They were left on board the ship?—They were left on board the ship.

Are you able to form any opinion yourself to the quantity of copper that was taken off the Friday afternoon?—It would be difficult do that, because portions were under water could see the end parts of the sheets, where they had stopped stripping off.

The *Inspector.*] You cannot tell what had been stript under the water: there may have been a piece of the sheathing left, which might have led you to imagine the rest of the copper was all complete?—Yes.

Mr. *Mercer.*] How many yards of copper you see at the edge of the water, or above water, the Friday afternoon; I mean in length how many yards?—As I have told you.

Mr. *Cumberland.*] It was not in a continuous line?—No.

Only here and there?—Yes; but I could the edges of the sheets in places where they had stopped stripping.

Mr. *Mercer.*] How many yards of the copper sheathing did you see exposed?—I should say taking it on the whole, perhaps about 12 feet.

Captain *Hunter.*] Did it not seem singular you that they should have taken part and have left other parts?—My idea would be it is very difficult for people to work where they were they being the highest part of the ship out of water, they had taken advantage of that.

The water fell at times; there was low water as well as high water?—But it was very difficult to get at the ship, I think, at low water.

The *Inspector.*] Have you been talking with the people at Deal at all about this wreck?—No; I have very little communication with the people in Deal.

When was your attention first called to the state in which the wreck was; on the Friday; you saw it on the Friday, in the way you describe when were you first asked what evidence you could give here with regard to it?—It has not been named to me till, I think, about a fortnight ago.

You had no especial reason for remembering anything about the state of the vessel?—No, any.

Are you acquainted intimately with any of the boatmen of Deal?—I could only name four boatmen in Deal; perhaps there might be six, but that would be the outside.

Do you know a man called John Jordan?—I do not.

Mr. *Cumberland.*] Are you in any way connected, by marriage or otherwise, with anybody in Deal?—No, not at all.

JOHN WILLIAM ARNOLD, sworn; Examined by the *Inspector*.

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you a Trinity House Pilot of Deal?—

have you been 13 years a pilot?—Yes.

ou remember this wreck of the "North" 30th August last?—Yes.

e you on duty at the pilot-house at the —Yes.

re is the pilot-house at Deal?—On the near the middle part of the town.

d you see the place where the ship was d from the pilot-house?—Yes.

t do you mean by being on duty in the ouse?—I was the second man on turn.

u were wanted you had to go?—Yes.

there a steam tug called the "Wellington" Downs then?—She was ashore on the in Sands.

do not know anything about her going No, I know nothing about her going out; ot see her go out.

did go out?—Yes.

went out in her that you knew?—I do ow, excepting the master.

t was the master's name?—John Spicer; aster of the "Excelsior" steam-tug now; gone up towing a ship now.

t time did you go off to the ship?—Two in the afternoon.

he Thursday?—Yes, on the Thursday.

you go off in a lugger called the "Wild ?—I did.

does the "Wild Duck" belong to?—It s to Robert Mackey, I think.

went off with you?—A young man by ne of William Eastman.

s not she belong to a man called Roberts? I think she does now. There has been a of owners. I went off with Eastman and oung men engineers.

t do you mean by engineers?—Men that n the yards where the tugs are built.

they happen to be at Deal at the time?—

t time did you get to the ship?—I did not board the ship.

t time did you get there?—About half- ree in the afternoon.

near did you get to her?—Within about ds.

ch side?—The starboard side, close to the rd quarter.

many boats did you see there then?—I think there were about seven; there were re than seven.

re they luggers?—Yes.

s there a Broadstairs boat called the lo Gal"?—Yes, afterwards.

long afterwards?—She came about a r of an hour after I was there.

s there a vessel called the "Tartar," of stairs?—Yes, afterwards; they all came ards.

long were you there?—I was there until

ut half-past seven or eight?—About half- even.

re the usual crews in the boats?—Yes.

at were they doing?—They were forced to 9.

come away from the ship, as the water came away it was dangerous to keep alongside; I went aboard one of the luggers.

Which lugger did you go on?—The "Caxton."

Where was she lying?—She was brought up close to the vessel's starboard; they had been on board the ship, but as the water went away they could do no business.

What was the state of the running rigging?—I could not see any of the running rigging, but the wire rigging was hanging over the side.

Was the main topmast gone?—Yes.

And the wreck hanging over?—Some of it; the stays were in the water over the side, the mast itself was gone over the other way, but the bights of the stays were hanging overboard, and being wire you could not cut them.

Describe the sails; how were the sails then; were they bent?—Yes, most of them. The sails were all there pretty much except the jib and the foresail. The foresail was gone, or parts of it gone; it was taken away piecemeal, it was so bad to get at.

How was the mainsail?—The mainsail I did not notice; there was a bundle of sails hanging down in rags together, and the wire hanging in such a ruffle that it was impossible for anybody to get among it to work.

You say the foresail was torn; how were the other sails on the foremast?—The two double topsails were there; the halyards were gone.

I suppose the sails did not alter very much from the time you went there?—No, there was too much sea aside the ship; I could not get aboard the steam-ship, although I engaged a lugger to help us. The sea was roaring like a waterfall over the steam-boat.

Captain *Hunter*.] At half-past seven?—At half-past seven, and then it was getting dark; but the steam-boat we could do nothing to; she went down so rapidly into the sand.

The *Inspector*.] Tell us the sails?—The upper fore topsail and the lower fore topsail, the try-jib, the fore topmast staysail and foresail were partly gone. I would not swear the foresail was gone, because the belly part of the upper topsail when the halyards are let go falls over the foreyard, and you could not see whether it was there or not.

The top-gallant sails, were they there?—The fore top-gallant sail I did not notice.

That was not set?—If it was it was not set, it was furled.

Captain *Hunter*.] You did not notice it?—It was not flying about, at any rate.

The *Inspector*.] Now the jib?—The inner jib looked to me to be gone, but the outer jib was there, and so was the fore topmast staysail.

Did it seem as if it had been torn away or blown away?—As if it had been taken away.

And the mainmast?—It was all hanging in a ruffle, and the sails together.

You could not tell what there was?—No.

Now the mizen?—The mizen top-gallant mast, that was gone.

Where was the wreck of that, over the port or the starboard side?—The heavier part of the mast would fall over the port side, but the stays

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and everything belonging to it would fall in a bight, and drop alongside.

Captain *Hunter.*] Was the fore top-gallant mast in its place?—Yes.

I mean the mizen top-gallant yard?—That, along with the mast, looked to be gone over with it, in among the gear.

Where was the main top-gallant mast broken, in what part?—Close off at the cap, it appeared to me.

Half way up?—So it looked to me; I did not go on board the vessel, it is only what I observed alongside.

Then you are not sure it was not in its place?—I do not think it was in its place.

The mizen topsail yards?—The halyards were gone, and that was lower down.

And the sails?—They were flying about.

Was there a cross jack bent?—I did not notice it.

And a spanker?—I did not notice any spanker.

Were they working at the sails when you were there?—There were two or three parties, but nearly all the boats had left then.

Had they been working?—Yes; at the sails they had.

Getting away what they could?—Getting away what they could.

The *Inspector.*] At that time did you see her sheathing on the starboard side?—Yes.

Can you tell us how high up she was sheathed?—I should say she looked to be sheathed up to 19 or 20 feet.

Was the sheathing all perfect?—All perfect there.

Did you see the sheathing the port side?—No, she had such a list over to port, and there was so much sea on, you could not get out there.

You had gone to look after the "Wellington" tug?—Yes.

Which had gone out in the morning to help the ship, and had got into the same scrape herself?—Yes.

You could not get on board her?—No; we remained alongside on the lugger until dark, and then I came away, and nearly all the boats that had been there previous were gone, and their places filled with boats from Broadstairs, and one place or another; in fact down along the sand there were a dozen sails mixed, Frenchmen and others, all making up to get to the ship.

You did not see them get there?—But it is a strange thing, if they had not been on board the ship, how they came to leave their things behind them. There was a lantern belonging to one found there.

What lantern?—The lantern they had to work with in the night.

Who found it?—A boy by the name of Roberts.

What is his Christian name?—John Roberts.

Captain *Hunter.*] A French lantern?—I do not know, but there it was.

Were there not plenty of lanterns on the ship, without its being taken there?—I should not think there were many lanterns on board the ship then.

Mr. *Cumberland.*] What makes you think the lantern belongs to a French boat, or any other?—I believe it belongs to one, I cannot say whether it was a French one or an English; I should know, therefore, there must have been other people on board, or such things would not be found.

Captain *Hunter.*] There are lots of lant every ship that goes to sea?—But very rent.

The *Inspector.*] You have not seen it?—] it would take a very little while to produ

Mr. *Mercer.*] Have you seen it?—I hav but I think it can be produced if you wish

Captain *Hunter.*] Was the weather mod when you came away at half-past seven?- it was not raining then.

How was it towards night?—It mod down quite fine towards the morning.

All throughout the night the men migh been working?—Yes.

Nothing to prevent them?—I do not there was anything to prevent them worki night.

The *Inspector.*] As you came into De you meet any boats going out?—No Deal

Did you meet any boats going out towar ship?—Yes, the Broadstairs boats.

How do you know they were Broa boats?—Surely I can tell whether it is a l stairs boat or a Deal boat; I ought to, I fa

Some people say they can, and some say cannot?—I do not think everybody could.

What is the difference between a Broa boat and a Deal boat?—There is only the rence of the sails, and there is very little rence that way. Nobody but a man thoro practised would ever tell one boat fro other.

At half-past seven at night, you coming to Deal, you swear you met boats that Broadstairs boats and not Deal boats?—cannot swear that it was Broadstairs any than any other boats.

Can you swear they were not Deal boa swear they were not Deal boats.

Do you swear they were not Deal boats the rigging or from the direction they coming in?—From the direction they wer ing in.

They might have been Deal boats th gone up to Broadstairs and had come back —They might.

Captain *Hunter.*] How many luggers or of any description were alongside when y at half-past seven?—About seven.

You said seven when you went there?- places were filled up by others as they away, by other boats.

Mr. *Cumberland.*] What boats?—Broa and Ramsgate.

The *Inspector.*] Did you see the name stern of any of the boats?—I did not s names on the sterns of any of them.

Did you know the men?—Yes.

Give us the names of any men you kne came from Broadstairs?—One man by th of Knott.

What is his Christian name?—John.

What is the name of his boat?—The " Gal."

She is a smack?—She is a lugger.

Can you give me the name of anybody I cannot at present.

Are you any relation of Jarvist Arn Yes.

A son?—No.

Did you go on Friday to the ship?—N

Did you go there afterwards, at all?— was put on board a ship in the Downs, Friday.

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at was the name of the ship?—I cannot
u the name, without referring to my

re did you go with her?—To Gravesend.
were not in this?—No.
en did you come back to Deal?—About
s afterwards.
the Sunday?—Yes.
you go on her after the Sunday?—No,
not notice her afterwards; I only saw part
ship as I came through the Downs after-

en was that?—I think Tuesday; Monday
esday, I would not swear which.
ere did you come in order to see her?—
Witness pointed out on the Chart.)
d you got within two miles of her?—Two
perhaps one and a half.
id you see the hull then?—Part of it.
s it high water or low?—It was low

w much of it could you see?—Perhaps
or four feet.
d you pass again there the next day?—No,
as the last I saw of her.
en did you come back again to Deal?—I
ck, perhaps, two days after that.
d then there was nothing left of her?—I
saw anything of her after that.
d you pass near enough to see anything of
f there had been anything?—Yes.
that about the 6th of September she was
—Yes.
out a week after she was wrecked, she was
ly gone?—Entirely gone.
ptain *Hunter.*] You are quite sure of that;
hursday following the time of the wreck,
as gone altogether?—I did not see anything
afterwards.
u could have seen her, if she had been
?—I do not think you could see any-
of her at high water time, afterwards you
t have seen part of her at low water and
low spring tides, afterwards.
. *Cumberland.*] You had noticed several
about the "North," on the morning of the
sday, had you not?—Yes.
hat boats were they?—Kingsdown, and Deal
Walmer.
hat they call Deal boats?—I suppose you
the whole quarter that; they all hail from
art.
hen did you first see any other boats than
boats go to the wreck?—At three o'clock in
fternoon.
ow many did you see then?—I should think
were about seven boats come afterwards.
ven boats that were not Deal boats?—Seven
that were not Deal boats.
o you know the names of any of those boats?
es; I know pretty well the whole of them.
ate their names?—There is the "Buffalo
" the "Tartar," the "Florence Nightingale,"
"Petrel."
hat port does the "Tartar" belong to?—
dstairs, I think, and the "Florence Night-
le," Ramsgate.
nd the "Fame"?—Yes, the "Fame," Broad-
s.
he "Petrel," does that belong to Broad-
s?—Yes.
nd you saw all those boats?—Yes.
ou can swear that those boats were there?—

Were those boats anchored?—Anchored close to the vessel; they came and anchored, and hailed us to know what the ship had got in.

Anchored close to the wreck?—Yes.

At what time was that?—Three o'clock in the afternoon.

And how long did they remain?—I left them them there, and came away at half-past seven; I left them there.

Did you see anything more of them that evening?—I did not see anythig more of them.

And how many Deal boats did you leave there?—I did not leave any there at all, all the Deal boats came away; in fact I towed in with a Kingsdown boat that I was alongside of; as I got there, some of the Deal boats were leaving; they were getting in their anchors and getting under way.

The *Inspector.*] How many were getting under way?—Three.

Do you know the names of them?—I believe one was the "Earl of Zetland," and the "Louisa," and the "Pilgrim."

You came in at Kingsdown?—They came to Kingsdown, but the boat I towed with had to make a tack towards the town, and we parted company then.

It was the "Caxton" you got on board?—Yes; they towed me close into Deal, and when they hove about to reach Kingsdown, I left them.

Mr. *Cumberland.*] How far from the wreck were these Broadstairs boats?—About the same distance as myself, about 50 or 60 yards.

Did you see any communication take place with the ship?—I saw them hoist their boats out.

Did you see their boats going towards the ship?—I saw their boats going towards the ship; but it was too dark for me to see whether they went on board the ship or not.

You cannot say whether any of the men belonging to the Broadstairs boats went on board the ship?—I cannot say.

You were there at three o'clock, and it was light enough then?—Yes; they hoisted their boats out and went towards the ship; most likely they went on board, but I did not take particular notice, I was looking after the steam-boat.

Between three and seven you cannot swear whether there was any communication between the Broadstairs boats and the ship?—No, simply because I did not go on board the ship.

If these boats had gone on to the ship, could you have failed to see them?—I do not know which boats they got out of, because when they got alongside there was too much sea for them to do much, and I could not swear whether they went on board.

Did you see any of the Deal boats?—No, they had all left; in fact the boat I went on board of, said, "It is too much sea, we cannot do anything."

What time did you leave Deal the next day?—About noon the next day.

Were you about at all early in the morning?—Yes, I was at the pilot-house.

Did you see any Deal boats about the ship at that time?—I did not notice any from the shore; in fact I was too far to distinguish whether there were any boats from Deal.

Did you see any boats at all?—I saw lots.

The *Inspector.*] Of Broadstairs boats?—No; I expect they were from all parts; I expect they were from all places, as it always is.

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Mr. *Cumberland.*] I ask you to judge from the appearance of these boats, whether they were Deal boats?—It was impossible to tell at that distance.

However, you saw a great number of boats?—Yes.

Of some kind or other?—Yes.

Did you see any of those boats leave any part of the Deal beach, I mean extending from North End as far as Kingsdown?—I did not see them leave.

Do you say you saw no boats leave Deal beach?—I did not.

What time were you up Friday morning?—I was about at six o'clock.

I take it between six and eight?—I saw no boats go from Deal beach, not then.

At any time that morning before you left Deal?—I did not.

Were they there at six o'clock when you got up; did you see them there then?—I saw a quantity of boats there.

At six o'clock?—Yes.

Did you see any of those boats return to any part of Deal beach that day, Friday?—I did not.

The *Inspector.*] Were you on duty all day?—I was on duty until noon, when a boat came and put me on board a ship.

Until noon no boat, as far as you observed, returned to Deal beach?—Not that I am aware of.

Mr. *Cumberland.*] Do you know of any boats having left Deal beach during the night?—No, I could not swear to that; it would be impossible for me to say.

Do you know of any having returned?—No, I do not.

Mr. *Fox.*] Did you see any French boats?—Down at the back of the sand.

The *Inspector.*] What do you mean by the back of the sand?—The outside.

Mr. *Fox.*] What day was that?—That was on the Thursday.

How near to the wreck were they?—I should say near two miles off, but then they were coming towards her.

Did you ever see any French boats at the wreck?—It was too dark afterwards, you could not see anything afterwards; all that I could tell you was what was in the vicinity, that was all; I do not suppose a Frenchman would stand near, more than an Englishman.

You saw none at the wreck?—But I saw some not very far from it.

You said two miles?—That is not very far; it is only a quarter of an hour's sail with the tide, or half an hour.

And you say that was the first day?—Yes.

And there were other boats at the wreck then?—Yes.

Several boats?—Yes, I should say about seven boats.

And what were the average crew of those boats?—About six men.

Mr. *Mercer.*] When you left the ship, Thursday night, did you leave any Deal boats behind?—No, there was not a Deal boat left behind.

Could any boats have gone off the beach that night?—Yes.

Were they weighing their anchors?—When I got out there at half-past three, three of them had given it up; they could not work, there was too much sea.

They were weighing their anchors to come ashore?—Yes.

Then the only boats that were left wh left the ship at seven o'clock, or whatever i the Thursday night, were these Broadstairs that you name?—Yes, the Broadstairs boat charge of her all night; I should have th everyone would know that.

Was the steamer that you went out to vour to save the engines from, covered up i sand?—She was gone down; just a little pa her paddle-box came in sight.

How many feet do you suppose she had down?—She could not have gone down less 10 feet.

How many feet did you judge the "N had gone down in the sand?—I judged she gone down the same.

She was a heavier ship?—Yes.

Is the nature of the sand in that locality the same?—About the same; that part is worst they have, for being quick.

What do you mean by being quick?—It alive; when you attempt to walk upon it it is walking upon snow, almost.

Then you judge because the steamer had gone down eight or ten feet that the heavier had gone down the same?—Yes.

If she had gone down eight or ten feet sand would cover the copper?—Yes.

Does a ship go down at every tide lowe She goes down till she gets a certain dist and then the sand will cover her from one si the other.

Every tide she gets deeper?—Every tide gets deeper until she gets to a solid bottom, then the sand will cover the top of her.

How far from her was the steam-boat sunl Perhaps 150 fathoms.

The *Inspector.*] East or west of her?—north-east of her.

Mr. *Mercer.*] Outside of her?—Just dow the stream.

In the same line of her?—Yes.

But further out on the sands?—About no east, I should say, from her.

Nearer opposite Deal than the "North" v —Not nearer to Deal, away from it.

Not near opposite?—Yes, further to the no ward.

You have been asked about the Broads boats; how do you know they were "Tartar," the "Petrel," and the others Because I knew them all as well as I do our boats.

Do you know the Broadstairs people well Yes, I have to do business with all of them.

Captain *Hunter.*] The Deal boats left in evening because they could not do anything Yes.

What did the Broadstairs boats do?—Wa until the next morning, when all the things got out of the vessel, if there was anything to out of her.

Instead of going ashore, they stayed there Yes, the Broadstairs boats did.

Did you ever see her at low water at any ti —Only that night; I never was alongside of at low water.

You are merely guessing about the sinkin the sand?—I have been alongside ships many ti

We confine ourselves to the "North"?—not suppose she is different to other ships.

Do you know of your own knowledge whe she went into the sand at the rate you menti —Not of my own knowledge.

Inspector.] She would be quite covered in
ides?—They do not go down so fast after
st and second tide.
tain *Hunter.*] She does not go down rate-
t the same proportion?—Oh dear, no, they
down a certain distance, and then cover
and after a gale of wind, or anything of
ind, it will often open her.
your boat examined when you landed at
—Yes.
the coast guard?—Yes.
you know who the man was?—I do not

at stage did you land on?—Abreast of the
ouse.
d you anything in the "Caxton"?—On
the "Caxton," there was.
"Caxton" did not land you?—No, I cut
om the "Caxton," and went ashore at

u had nothing in your boat?—Nothing at
ly some tools that we took off in case we
get on board the steamboat.
e *Inspector.*] What examination did they
of your boat?—She did not want very
overhauling.
at did they do?—They overhauled the
t, pulled the stern sheets out.
see if there was anything?—Yes.
l they ask any question about it?—Yes.
. *Cumberland.*] What questions?—They
whether I had been on board the wreck,
them no; I had tried to get on board
eamboat, but there was too much sea.
. *Mercer.*] When you were alongside the
what was the state of the tide?—It would
out half ebb.
at was the depth of water round the ship?
ere we lay it was about two fathoms of

Twelve feet?—Yes, where we lay, and perhaps alongside the ship there might have been eight or nine feet. *J. W. Arnold.* 10 April 1867.

At that time, how much copper did you see out of the water?—I should think it was about five streaks down.

You saw above the water five strips of copper?—Yes.

The depth of water you say was how many feet?—About nine feet I should say, alongside of her. There was more water alongside the vessel than there is a little way from her, because she heaves up a kind of bank each side.

Captain *Hunter.*] Then more of the copper can be got at low water?—No.

Mr. *Cumberland.*] What were the names of the masters of the Broadstairs and Ramsgate boats that were on board at that time?—I do not know that I can tell you, because they change masters so often, sometimes one is master, and sometimes another, so that I do not know their names. That lantern can be produced if you wish it. I should have thought any one's common sense would have dictated to them as the case was, that the Broadstairs boats and other boats, I do not say whether smacks or Frenchmen, must have had charge of that ship the whole night, and the next morning tide was the best tide to work at her, and there was no other tide so well to get her out as that tide, and two hours after that Captain Russell was there. I am as much interested in Broadstairs as I am in Deal, and Captain Russell found some of them there, and partially loaded too.

The *Inspector.*] Captain Russell only found one; the "Buffalo Gal"?—I suppose she could not get away in time, or else she would have gone.

JOHN ANDREWS, sworn; Examined by the *Inspector.*

u are the chief boatman in charge of the
guard station at Kingsdown?—Yes.
he coast guard station on the beach by the
h?—Yes, it is at the Old Stars Bay.
om what part of the coast, to what part does
beat extend?—From Walmer Castle to the
wer Pots."
hat a public house in St. Margaret's Bay?
s, it is a public house in St. Margaret's
We are between that and the Hope
.
out half way between St. Margaret's Bay
he Hope Point?—Yes.
at length of beach have you got under
care?—Two miles and three quarters, and
ards, I think it is.
the beach pretty straight there?—There is
ve.
om the coast guard station can you see both
of the beach?—No, not both extreme

w much of the beach can you not see?—
an see to Kingsdown village.
w far is that?—The best part of half a

w far is it from Kingsdown village to Wal-
Castle?—A mile I should say.
d there is a mile of the beach, that side that
cannot see from the coast-guard station?—
From the foreshore that is.
).

How far can you see from the coast-guard station?—About a quarter of a mile. *J. Andrews.*

And what is the length then; about a mile and a quarter from the coast-guard station to the "Flower Pots"?—Yes.

Then there is also a mile of the extreme beach that you cannot see from the coast-guard station?—Yes.

How many men have you got at the station?—Eight men.

How many were on duty in August last?—Five on duty with me at the time.

How is your duty arranged?—Whole nights at a time.

Do you work the same time as the others yourself?—I visit the men occasionally during the night.

You do not take a turn about at watching, except to visit the station?—To visit the station.

How many men are on duty at night?—I had five men at that time, and there were two, no doubt, during the night.

And three off duty?—Yes.

And were they at the coast-guard station?—Yes; there are two on in the day, two at night, and one relieving man.

What were their hours of duty?—Eight hours.

From what time to what time?—They went

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on at eight at night, and came off at four in the morning.

And went on at four?—Yes, and came off at half-past 12; then they were relieved, and went on at half-past 12, and kept until eight.

What is their duty?—To patrol the beach from one extremity to the other.

What is the width of beach there at low water?—From the cliff to the water.

Yes?—I should say at different places 500 yards.

And at high water, does the water come up close to the cliff?—No.

What width is there?—There is a great width of beach there.

Are there regular landing stages all down?—Oh dear, no.

Can you land anywhere?—At Kingsdown village; they cannot land a boat anywhere else, because there is no place to heave her up.

Kingsdown village is the only place they can land?—Yes; if they land anywhere else they cannot heave the boat.

Could they launch a small boat off, and land things from a small boat?—Such as a galley.

A galley punt would land there?—A large galley punt could not land so as to get off again.

A punt from a lugger could land?—Yes; that is if it were fine weather.

Do they keep walking up and down the beach, or do they stop at any particular place?—They patrol the beach. At that time I had one or two to dispose of, and they were divided.

Did one take the upper part?—One the north and the other the south.

Were any of your men, on the 30th August, at gun drill?—Two.

Which two were they?—They are not here.

You have not counted them in the five?—No; and I had one sick at the time.

So that one man was really on duty on each part of your beat, and one only?—One man.

Was your attention called to the wreck of the "North" between eight and nine o'clock on Thurday morning, the 30th August?—Yes.

Did you yourself see her then?—Yes; in the morning I saw her lying on the sand.

Could you see at all in what condition she was?—I could see with a glass that her head was to the southward, and her sails were partly clewed up, and some of them apparently blown away.

Did you notice whether any of the masts were gone then?—I did not.

Who was on duty as the two patrols, from four o'clock that morning until 12 o'clock?—Amys and Pay.

Which part of the beach was Amys looking after?—Amys and Pay were the two.

But which part of the beach was Amys looking after?—They change over; Amys had the village at one part of his watch, and Pay had it the other.

Do you mean to say the two men met at the village and took four hours to one beat, and four hours to another?—Yes, they change over.

Then they both go along the whole part of the coast once in the eight hours?—Yes, they guard it.

They went off duty at 12 o'clock?—Yes.

Who came on then?—They were on in the afternoon.

Who was on in the morning?—The 31st.

I want to keep your attention to the 30th; you say they were on from four o'clock to 12?—No, from 12 to four in the afternoon; Amys-Pay on the 30th.

Who was on from four in the morning [illegible] 30th; have you got a book with it?—No, there are four men on during the day; I [illegible] was Ponsford and Lecluse up to the after- and in the afternoon I think it was Amys-Pay.

You say, at 12 o'clock Ponsford and L[illegible] came on?—Yes, until 12.

Then Amys and Pay?—Yes, from 12 eight.

Who was on duty from eight o'clock until the next morning of the 31st?—Power and cluse.

During the day of the 30th were you you on duty?—Yes.

Were you at the coast-guard station most of the day?—Yes.

Did you go about and visit the coast-g men?—Yes; I saw them occasionally during day.

During that night did you go and visit P and Lecluse?—Yes.

How many times did you see them that ni —The night of the 31st?

No, the night of the 30th; from eight o' on the 30th until four of the morning of the 3 —I visited them and went through the s during the night.

Went through the coast-guard station Yes.

Did you walk down the whole length o beach during the night?—Yes.

Did you see Power and talk to him durin night?—I do not know.

Or Lecluse?—They were not out on the of the month. Power and Lecluse were o the 31st, and there was nothing transacted the 31st of the month.

I have a reason for asking you the dispos of your men on the 30th as well as the 31st you cannot tell, merely say so?—I cannot r lect who were out on duty without I had journal.

Do you remember the 31st who was on d —Yes.

On the morning of the 31st, from four o' until twelve, who was on duty then?—Amys Pay from four o'clock until twelve in the noon.

And from twelve o'clock until eight o 31st, still, who relieved Amys and Pay?— duties crossed in such a way that you can h answer the question; they changed the dut that I cannot recollect which they were.

If you cannot tell me, say so?—I cannot r lect.

During the 30th did any boats leave Kingsdown; that is the Thursday that you about?—No; there were no boats left t knowledge that were reported to me.

Where do boats principally lie?—Abrea the village.

And from the coast-guard station you ca the village?—You can see the beach fro coast-guard station where the boats lie.

If any boats had gone out on Thursday a you have remarked it?—Yes, a man is al stationed there, and he would have reported

Should you yourself have noticed it?—I should if I had been out.

Did you notice any boats gone on the 30t No.

you notice any boats gone on the 31st?—

at boats were those?—There were several ready for launching and launched about eleven.

you see them go yourself?—Yes; but I know which boats they were until re-

you mean half-past eleven in the forenoon ?—Yes.

e there the "Earl of Zetland," the ," the "Caxton," and the "Pilgrim"?—

there a Kingsdown boat called the iisa"?—She did not go off at the time. was off to the westward before, as far as I

you know when she went off?—No, I do a day or two before, I think. They go to estward, and perhaps stop a week or a fort-

l you yourself see any of these boats come ?—I saw them come into the roads, one or f them.

l you see any of them land?—Not to exa- them.

l you see the "Earl of Zetland" come back? id not see her come back.

l you see her after she was beached?—I saw fter she was hove up on the beach.

as John Pay in charge of her?—John Pay ined her.

u only knew of his examining her from he told you?—He reported it to me when as relieved.

at was eight o'clock?—Yes; and he gave n charge to Lecluse.

l you go down at nine o'clock that night Michael Power?—I did.

d did you place Michael Power and Alfred ise to guard the boats?—Yes.

d there were three boats at that time at r off the shore?—Yes.

w far off the shore?—A quarter of a mile.

posite the village?—Yes, opposite where were drawn up to their stages, as near as could get.

hat did you do then?—After placing those e I went through the station.

here did you place them?—At the village.

ey were at the village itself?—Yes; I ght Power in from the southward to assist ther man, and I patrolled the station during ight.

hich way did you go?—I went to the north, from there I went to the south, and I visited again about half-past two.

d you then find the "Pilgrim" had come e?—Yes, she was hove up.

d did you see the two others were still at or?—Yes, the two others were still at or.

you know, of your own knowledge, when two other boats came on shore?—The ing of the 31st.

e have been talking about the day of the It must have been the morning of the 31st came ashore?—They came ashore the morn- f the 31st.

Captain *Hunter.*] That is Friday.

e *Inspector.*] When did they go out?—It an error I made. They launched on the

forenoon of the 30th; the "Pilgrim," the "Caxton," the "Mary," and the "Earl of Zetland."

Then you wish to correct all your evidence previously given by substituting the 30th for the 31st?—I was thinking the 31st was the day the goods were put in the store, but it was the 30th the boats were launched.

Are you speaking from what you recollect yourself, or are you speaking because you find that certain goods were returned into the store on a particular day?—I am speaking of what I recollect myself on the 30th now.

Were there any goods returned into store on the 30th?—None.

All returned the 31st?—The 31st.

Did you yourself go with the goods that were returned into store the 31st?—I did not.

Did you see any of the goods that were returned into store that day?—No.

Were all these ships at anchor the Thursday night; these two vessels, the "Mary" and the "Caxton"?—Yes, the Thursday night.

When did they come ashore?—In the morning.

You went to bed, I suppose?—No, I was at the station, and I came and visited them somewhere about two in the morning, and the "Pilgrim" was hove up, but the "Mary" and the "Caxton" were not.

Did you come back somewhere about four o'clock?—I came back about four o'clock.

Were the "Mary" and the "Caxton" at anchor?—They were not hove up.

They were at anchor still?—Yes.

Did you then go to bed?—Yes.

When did you get up?—About nine o'clock.

And did you find that the "Mary" and the "Caxton" were then hove up upon the beach?—Yes.

Did you see, yourself, what came from those boats?—No, I did not.

Nor did you go with what came from the boats to the receiver?—No.

During the day of the 31st were you on duty?—Yes; I am supposed to be always on duty; I was about the station.

Were you on duty enough to know what boats were off that day?—No boats; no boats returned to the beach.

Did any boats leave the beach that day?—Not that day.

How many other boats were there belonging to Kingsdown properly?—Fifteen or 16 boats; 17, I imagine, large boats; that is luggers.

Were there any galley punts?—No galley punts.

How many of those large boats were at Kingsdown on the 30th and 31st August; I do not want to one or two, but tell me as far as you can remember?—I cannot say.

Can you tell me how many had gone away westward; you say the "Louisa" had gone away westward?—The "Louisa" came from the westward and hove up.

When did she heave up?—I think the morning of the 31st.

Did you see her come in?—No, I did not; the watchman saw her come in.

Who was the watchman?—Power.

Did any other vessel come in, on the 31st, from the westward, or any other place?—Only those three that I have mentioned.

And did you see, yourself, how many luggers were hauled up upon the beach, near the village,

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on the night of the 31st?—The "Earl of Zetland" was one, she hove up about half-past seven; and the "Pilgrim" was the next that I saw, about two, or half-past two, in the morning.

What I want to know is, how many boats, altogether, were on the beach on the night of the 31st; you say there were 15 or 16 boats belonging to Kingsdown; were there 8, 9, 10, or 12, or what number, on the beach at that time?—I am no officer of the station; the watchman looks out.

You do not know?—I do not know.

Can you tell me if there were any other boats which had gone westward besides the "Louisa"?—No, I cannot.

Did any boats come on shore on the 1st, or leave Kingsdown on the 1st?—No, there was none left, or came ashore.

Did you return any stores on the 1st to the receiver of wreck?—No; not on the 1st.

It was only on the 31st?—Yes.

Mr. *Cumberland.*] What was the state of the weather during the Thursday?—The 30th, that is.

Do you recollect?—The first part of the night the wind was north-west, and about midnight there was a squall with rain. The wind veered to the south-west during the morning.

I call your attention to the period from eight o'clock in the morning of Thursday the 30th, until eight o'clock in the evening of the same day, first of all; that is 12 hours?—The wind was westerly.

What was the state of the sea during that time?—Moderate.

Was there much sea on?—No great deal along shore.

Do you consider there was more sea in the part of the Goodwin Sands where the "North" was lying than there was on the shore?—There may be a little more sea.

Was the weather the same during the whole of that 12 hours, or did it moderate towards the afternoon or evening, or get worse?—It moderated towards the evening of the 31st.

I suppose you have had great experience at sea, have you not?—Yes, I have been 12 years at sea.

Can you say whether, in your judgment as a seaman, the weather during that period was such as to prevent the boats from going alongside of the "North," and the men getting on board?—I cannot say. The Goodwin Sands is a very curious place for boats to go alongside of a vessel.

Did you notice during that day many boats in the neighbourhood of the vessel?—I saw several boats afterwards.

I mean besides the four that you say left Kingsdown beach, did you see many other boats in the neighbourhood of the vessel?—Yes, there were several boats, I should say; I cannot say how many.

How far was the wreck from the beach at Kingsdown, do you consider, on the part of the sand where she was lying?—I am no judge of the distance, but I thought about six miles.

Will you look at that chart?—I do not think it is quite so far as shown there.

Tell me what you think it is, having regard to the chart?—Between five and six miles.

Captain *Hunter.*] It is about four miles?—I thought it was five to where the vessel laid.

Mr. *Cumberland.*] Having seen all these boats about the ship on that day, the 30th, at this distance of four miles, could you tell what boats they were?—No, I could not say what they were.

You cannot say whether they were Deal b Broadstairs, or Ramsgate boats?—No, I c not say; they are so much alike with their down, you cannot tell them.

The *Inspector.*] Can you tell them with sails up?—Not the Deal, Broadstairs, or R gate boats, there is such a very little differe

Can you tell from the difference betwee sails of a Deal boat and a Broadstairs a Ramsgate boat, which is which?—I cannot.

Mr. *Cumberland.*] Whether the sails are down?—No, I cannot.

Captain *Hunter.*] Can you tell if they are —No, not of those luggers.

Mr. *Cumberland.*] Had you an opportuni noticing the ship and the boats up to the time of daylight on that Thursday, the 30t Yes.

And at that time did there still remain a many boats about the ship, or not?—Yes, were several boats up to dusk.

About as many as you had seen there all —Yes.

But there was a smaller number of boats a the vessel at the last time you could see than there had been all day?—There w smaller number at the last part of the eve than there was all day.

What was the state of the weather from o'clock in the evening until eight o'clock following morning; that is the next 12 hou Fine moderate weather.

Now, with reference to the wind, was much wind or little?—A moderate breeze; derate weather.

With regard to the state of the sea, how that during the 12 hours?—There was but little sea indeed.

Anywhere?—The night of the 30th, eve the beach, it was very fine.

During that 12 hours, from 8 p.m. on the to 8 a.m. on the 31st, do you consider would have been any amount of sea to pr boats that might be in the neighbourhood o ship from putting out small boats, and goi the ship for the purpose of men getting on b —I do not think there was any sea to preven

Do you know whether the "Louisa," you have mentioned as having come ashore the westward, was examined by any of officers?—She had nothing in her whatever.

Was she examined?—Yes, thoroughly mined.

By whom?—By Power, No. 5.

The *Inspector.*] Did you make a list o names of the luggers and their owners, a the articles brought ashore by each?—Yes.

Did you make that list out from the re given to you by the different officers wh spected the boats?—Yes.

Have you got a copy of that list here?—

Can you give the names of the officers gave you the report. Take the "Earl of land," who reported to you about that?—Pa

Who reported to you about the "Mary Amys.

Who reported about the "Caxton"?—would come into the roads.

Who reported to you that the "Caxton" brought the things that you mentioned her Power reported that.

Who reported to you about the "Pilgrim Lecluse.

Captain JOSEPH SAMUEL HUDSON, sworn; Examined by the *Inspector*.

Captain *J. S. Hudson*, 10 April 1867.

RE you the Commander of the coast guard
is district in August last?—I was at that
I had no particular station. I commanded
at is called the Deal division.
ll me from what point of the coast that ex-
, to what other point?—From a little the
r side of Cornhill station up to the mouth of
River Stour.
at is Sandwich?—Not quite.
e River Stour goes to Sandwich?—Yes.
w many separate coast guard stations have
for that district?—Eight I had.
ll me their names?—From the south, I be-
t Cornhill, St. Margaret's Bay, Kingsdown,
ner, North End, No. 1 Battery, No. 2 Bat-
and Shingle End.
nd I suppose your duty was to make general
gements for doing the work over that dis-
?—To what do you allude?
the coast guard; to settle what time the
should patrol, and so on?—I was the inspec-
commander.
do not know what the "inspecting com-
der" means?—I can hardly describe what the
es are; it is all embodied in one instruction.
ave you got the instructions?—I have not.
What distance of coast had you under your
ction?—About 22 miles.
Where did you yourself live?—I lived at that
e at Walmer.
Mr. *Cumberland.*] With reference to the extent
your district ranging from the North End to
l and the South End to Kingsdown Station, I
k it is more particularly with reference to that
wish to confine our inquiries; I believe the
ent of beach was divided into three separate
ions called respectively North End station,
lmer and Kingsdown?—Yes.
What is the distance, do you say, first of all,
n the North End Station to the Walmer Sta-
; what is the extent of beach beginning at
northern limit of North End Station to the
thern limit of the Walmer Station; what is
t distance?—About three-quarters of a mile;
quite that.
And then from that point to the northern limit
Kingsdown Station, what would the distance
—About another three-quarters of a mile.
And what is the distance from there to the end
Kingsdown Station?—About another mile, I
uld say.
Therefore, the whole distance comprised in
se several divisions would be about two miles
l a half?—Yes.
Could you say how many men you had on duty
he time this vessel was wrecked to guard that
ent of beach.
The *Inspector.*] I think you must be incorrect? I am speaking about.
Andrews says his district was two miles and a
rd of a mile?—I do not see because he says
t, that I must be wrong.
I only suggest that there is such an enormous
crepancy?—This happened some time ago, and
have been away from the station for some
ne.
Mr. *Cumberland.*] Of course it may be more? Yes; I am speaking now from the impression
at is left upon me. I cannot speak accurately
out it.
Which is the northern limit of the North End Station?—The southern limit of No. 1 Battery to the southern limit of Kingsdown.

Where is the southern limit of the No. 1 Battery?—It is about 400 or 500 yards north of North End; that would be somewhere about Sandown, a little this side of Sandown.

The *Inspector.*] And the "Flower Pots" is between the Hope and the Leather Cote Point.

If you will allow me to look at the chart, I may be able to tell you. [*The Witness measured on the chart.*] I see it is near four miles.

Mr. *Cumberland.*] That is the whole thing?—Yes.

What number of men had you at your disposal at the time of the wreck of the "North," for the purpose of guarding this extent of beach?—Do you mean the number of men there were on that coast?

The number of men that you had at your disposal for the purpose of guarding that extent of coast?—About 34.

Were all those men on duty at that time?—No.

Were they able to be on deck, not incapacitated by illness or temporary absence?—No.

They were all there and on duty?—There were some absent at gun drill, if I recollect right.

Let us know how many there were actually, deducting those who were absent?—I could only say about, without having papers to refer to. There were lists kept of the men who were at gun drill.

How many men were there at North End?—Thirteen at North End, 11 at Walmer, aad about the same number, or 10 at Kingsdown.

But you cannot say whether all those were on duty, or not?—I know they were not all on duty.

Now, with regard to the disposition of this force along this extent of beach, can you tell the Commissioner what distance there was, according to the rules which I presume you laid down, between the different guards, as they are called, who are on guard upon the beach?—What distance would be between them?

Yes?—It would not be the same throughout.

Beginning first with North End Station, extending from North End to Walmer?—There ought to be five men on the North End Station, and eight on the Walmer, and three or four at Kingsdown.

Do you refer now to the day or the night; is there a different disposition by day to what there is by night?—Yes.

Are there more or less at night?—More at night.

How many more are there at night?—It depends on the sort of night it is. If it is a dark night, and there is any probability of any smuggling, or anything of that sort, there is an increase put on: but upon light nights there are not so many.

Upon this occasion, were there any increased men on duty?—You are speaking of the night of the 30th.

Yes?—No.

During the day of the 30th, was any increase made in the force on the beach?—No; not to my knowledge.

Was any increase made in the force on the night of the 30th?—Yes.

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To what extent was the force increased?—I cannot tell that. I issued orders that precautions were to be taken to prevent any wreckage being surreptitiously brought on shore, and after I have given the order, the officer at the station has to see it carried out.

The *Inspector.*] That was on the night of the 30th?—You are alluding to the day.

No?—On the night of the 30th, it was impossible for anybody to know what was going to take place the morning of the 31st.

Mr. *Cumberland.*] The "North" was wrecked at two o'clock the morning of the Thursday?—That was the 30th; therefore she was not ashore the night of the 29th.

I am talking about the night of the 30th?—This is subsequent to the wreck.

When did you first hear of the wreck?—On the morning of the 30th, in the forenoon of the 30th. It was at 8 a.m. I saw the ship myself. That was the first intimation I had of it.

Did you give any orders during that day in consequence, or did you not give any orders before the night?—On the forenoon of that day I went down to the North End Station, and I also sent Lieutenant Hassell; and also gave orders to Mr. Reed on the spot about it.

That they were to take extra precautions?—Yes.

And then I think you say, until this little confusion arose in your mind about the Thursday night, you gave special directions that the force should be increased?—That special precautions should be taken. I do not think I made use of those words, but what I said implied that.

At all events, you gave directions that extra precautions should be taken on that occasion?—Yes.

The *Inspector.*] Did you give any orders to Mr. Andrews, at Kingsdown?—I do not remember.

Mr. *Cumberland.*] Then, so far as you do remember, your orders were confined to the North End and Walmer?—Yes.

The next day, Friday, were you on duty personally?—Yes; I was always on duty.

But that day, Friday, were you personally on the beach, and about?—I rode down myself on Thursday, and also on Friday, for the purpose of seeing to it.

Did you see any boats come from the wreck during this time that you were out on duty?—No.

Did you receive any special reports from any of your officers in that district, comprising those three stations, with reference to any illegality taking place with regard to the "North"? Did you receive any special reports with regard to any illegality or plunder with regard to the wreck of the ship?—I received no special report.

Did you receive any report?—No regular report. I received a sort of intimation that a chronometer or something had been missing, but whether it was the Thursday or Friday morning, I do not know which. I think it was the Thursday morning after the men had landed.

Had you any reason to believe, from what you yourself saw, being constantly on duty, that anything of that kind did take place?—No; certainly not.

Had you any reason to be dissatisfied, so far as your inspection went, with the conduct of your men in guarding the beach?—None whatever.

Do you consider that all the men under your survey on that extent of beach, did what duty required them to do for the protection revenue, and of the droits of the Crown spect to wreck?—Yes; not on one sion during my visit at night; and I about at different times, and nobody knew I was coming; never on one occasion found one man out of his place, never once. I done so, it would have been my busine only to have punished, but to have reported circumstance.

Do you consider that the force at your disp who were actually on duty during that ni and on the following day, was a sufficient for the purpose of preventing any such illegal or plunder as I have before adverted to? Ample.

If any article had been attempted to be s reptitiously landed; or if after they had b landed an attempt had been made to carry th away surreptitiously without delivering them the proper office, do you think that could ha taken place without the knowledge of the offic on duty?—I think it impossible.

Adverting to the number of men, the distan at which they were, and the way in which th were employed, and so forth?—I think it imp sible, because, bear in mind, these men are n stationed as sentries at the separate spots; th are patrolling the beach continually, and if a boat attempted to land, it must haul up befo they can discharge the cargo, and that cannot done in five minutes or ten minutes or a quart of an hour; and these men so closely pack going to and fro, must come across something any such attempt is made.

As a matter of fact, is every boat that is land on the beach, and of whatever size, if a lar boat or a small boat, examined by the officer the coast guard?—Not by the officer; by t men on patrol.

Everything is searched?—Every boat.

Of whatever kind?—If a fishing boat was go off, and was beaching mackerel off the beac she would not be examined without they h reason to suppose they had been picking something else.

There are some exceptions made?—Yes; t men, no doubt, see these boats out, and it wou not be worth their while.

At night, when, perhaps, it is not very easy distinguish a fishing boat?—At night we are su posed to examine every boat. With regard examining boats coming from the shipping, t facts would prove at North End every boat h been examined, and even small quantities of t bacco have been taken from pilots and men lan ing from the shipping. These facts will show t men have been examined.

The *Inspector.*] Supposing a boat had go from Kingsdown on the western fishery, and h come back during the time the "North" was the sand?—I do not know the western fishery.

Well, westward?—I suppose that it would going past Dover.

Supposing your men had known she had go out for the western cruise, and had come in whi the "North" was on the sand, would she searched?—She ought to be.

Do the men at one station interfere with th men at the other?—They are supposed to confe

That is to say the patrol at the north end Kingsdown would meet the patrol at the sout end of Walmer?—Yes.

drews has told us that the extent of his from the north end of Kingsdown Station south, is a distance of two miles and a and only two men were on duty that night, ne took the northern part, and the other uth?—In all my visits I never remember ve met less than three on that beat at the sdown Station.

e of those has been Andrews?—No; he have made the fourth. I speak from re-

you think one man is enough to have pre- d any landing on that beach at night?— inly not; not if there is only one.

drews has told us he had eight men only at station at that time; two of them were at gun drill, and one was ill, so that he ly five men available?—I am only speaking he established complement of the station.

der those circumstances would it have been sonable to expect that three men should be ry that night, because one must have been ne night before?—If there were only five t the station, there must be one day watch- at least.

ptain *Hunter.*] Do you consider it any part ur duty to establish a supervision over a s that occurs at your station?—Certainly, as lies in my power.

e *Inspector.*] Afloat, if the weather is fine? it is within the limits of my station on the n, but I should not consider it my duty to t to the Goodwin Sands to look after the k, even if I had the means at my disposal, n I had not.

ptain *Hunter.*] You would not in fine wea- if you saw a number of luggers there?—If a number of luggers plundering the wreck, ad the means at my disposal, I should con- it my duty to go out and stop it.

d you examine particularly the number of ers that were at the vessel?—As far as I ; I had a spy-glass; I had several looks at and only counted the luggers on two sepa- occasions, and that was from Kingsdown. first was the afternoon on Thursday, when I ted about five or six; that was about four or o'clock, and the next afternoon I counted t 23.

ou did not look the next morning, the ing of the Friday, the 31st?—I do not mber whether I did or no; I was generally pied with office work in the morning; I may done, but I do not remember it.

at appears to be the time the ship was ped, from all the evidence we have, between Thursday night and Friday morning?—From I could see from the shore the ship was not ped; I went away on leave on the morning e 3rd; not what I call stripped.

e *Inspector.*] Her hull was still above r?—A portion of it.

uld you see her at low water so as to tell her the hull was above the sand at low r?—Of course one could see the ship at all s, both high and low water.

id you happen to look at low water before left on the 3rd to see whether the hull was e the sand?—I do not remember whether I t have done so.

ptain *Hunter.*] There was a great deal of er taken from the ship. Would it have been le for a lugger to have sunk that copper

without your knowledge?—Of course it would without my knowledge. Captain *J. S. Hudson.*

Without the knowledge of the coast guard at all?—Yes. 10 April 1867.

Mr. *Mercer.*] Could it have been landed without the knowledge of the coast guard afterwards, if it had been sunk?—You are alluding to the copper?

Yes?—I should say certainly not.

The *Inspector.*] Not if it was in a punt?—In anything at all that floats.

Mr. *Mercer.*] Can any boat, punt or otherwise, land on the beach from North End Station and Kingsdown without being seen by the coast guard?—No.

In the night is it possible also from the patrol which is kept on the beach?—It might be possible but certainly not probable.

Not at all probable?—Not at all probable.

Have you any reason to believe that any boat did land?—No, none whatever; I believe if the landing was possible, if the copper had been landed, it is utterly impossible that it could be disembarked and carried away without the knowledge of the coast guard; I believe it quite impossible.

Did you consider what the boatmen round the ship were doing, whether plundering or endeavouring to save what was there?—Endeavouring to save what was there.

And you would not have thought of interfering with them under any circumstances?—Certainly not.

They were doing what you consider was legitimate duty?—Yes.

Captain *Hunter.*] You have no reason to know where they went to when they left the ship?—Some of them, of course, came to Deal, but I had nothing to do with that; it was not my business, or any part of the business of the people under me, to guard that wreck out there; our duty was to prevent any of the goods that came from that ship being stolen when it was landed.

You did not consider you had anything to do with it while it was afloat?—No, the coast guard have nothing to do with a wreck five miles from the shore while it is there; their business is to prevent any surreptitious landing of the goods after it comes on shore.

Mr. *Mercer.*] Could there have been any surreptitious landing on the three stations you have named in the day without the knowledge of the coast guard?—Certainly not.

Mr. *Cumberland.*] Could there be of a dark night?—I have already said it may be possible, but very improbable, and I further say that admitting the landing is possible, I believe the disembarkation of goods and its transmission on shore is impossible without the knowledge of the coast guard.

Mr. *Mercer.*] Were you riding about yourself, on horseback, up and down the beach?—I was, on the afternoon of the Thursday, and also on the afternoon of the Friday.

Were the coast guard specially on the alert those two days?—Yes.

The boats are hauled up at regular stages?—Yes.

Supposing a boat that ought to have landed at its regular stage came on shore at any other part of the beach, would not that of itself be a suspicious circumstance?—Certainly.

It would attract the notice of the coast guard?—Yes.

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And therefore, if any boat had attempted to land not at its right capstan, or stage it would be taken notice of by the coast guard?—It would have been an unusual circumstance, and would have attracted peculiar attention.

Do you remember seeing any canvas flying about on the ship's masts during the Thursday and Friday?—Yes, and even as far as the Monday morning.

Can you say what particular sail or sails, or parts of sails, it was that you saw on Monday morning?—On the Monday morning, after having passed the crew at Walmer station, I went out and looked at the wreck, and to the best of my belief, speaking after a lapse of so many months, I believe a part of the mizen royal was blowing away from the mizen royal yards; either the mizen royals or the mizen gaff.

The *Inspector.*] Are you sure it was not the fore royal?—Yes; positive it was not the fore royal; because the ship's head was to the southward, and of course the mizen mast was to the northward.

Captain *Hunter.*] You think the mizen royal was blowing away?—Yes; part of it; the main-top mast was over the side.

And the same with the mizen top-gallant mast also, from the evidence we have?—The thing must have made some impression on my mind for me to narrate it now. But this account I have given months ago, when there was first any noise about the business at all.

Mr. *Mercer.*] What canvas was there Friday afternoon flying on the ship's masts?—I cannot say what there was on the Friday, but when I first saw her the Thursday morning, I think she had the fore topsail, foresail, mizen topsail, and, I think, her jib, and, I think, her fore topmast sail. Her sails were all aback; she was heading about S. S. W., and the wind was from the westward, blowing very hard; and of course those sails went on gradually blowing away, until they disappeared altogether, except some of them that were unbent by the men who went out there.

Do you believe some of them were blown away?—I am sure some of them were blown away, but I cannot remember how they went. I saw them blowing away from the yards from day to day, up as far as the Monday.

The *Inspector.*] Do you keep a diary?—Not a diary; a journal.

Did you enter any of those matters in the journal?—No; it was not part of my duty to do so, except the fact of the wreck having occurred.

Captain *Hunter.*] You mean the sails were blowing about all these days, from Thursday to Monday?—Yes; except some of them were unbent, and the mizen royals were there on the Monday morning.

The mizen royal was the only sail you saw on the Monday morning?—It was the only sail I noticed; there may have been others, but I cannot say for a certainty there were.

Did you ever go off to her at all during that time?—No.

You never left the beach?—Never for that purpose.

Mr. *Mercer.*] You said something about a chronometer?—Lieutenant Hassell, when we were walking back from North End, when I went down to speak to Mr. Reed, and give orders about the necessary precautions, mentioned something about the mate having made a complaint about a chronometer being missed, or some[thing] of that sort.

What was the result of that; was it [after]wards found or not?—I do not know, I am [sure] the only comment I made to him was, I th[ought] it served them right, because they had no [business] ness to leave the wreck.

That the crew had no business to leave [the] wreck?—Yes; that was the remark I ma[de to] him about it. I could not take notice [of it] officially, because it was only a sort of cur[sory] report.

You went away on leave on Monday?—I did.

And you know nothing after that?—I nothing.

Mr. *Fox.*] I think you said ordinarily there [were] nine men on the Deal station?—Are you allud[ing] to the number there was at that time, or the [es]tablished number?

At that time?—There were some men a[way] on gun drill. I suppose there were about [eight] or 10.

How many men were absent on gun drill?—I cannot tell without referring to papers that [were] kept at that time.

Do you say there were about nine left?—Yes.

And how many of them would be on [the] duty?—About four.

Were any men reported incapable in that [dis]trict?—Not that I remember.

That is under Mr. Reed?—Yes.

The *Inspector.*] Had you not to dismiss a [man] because he was reported incapable to you [one] night?—No. Perhaps you are alluding to a [man] who was inebriated.

I am informed there was a man drunk [one] night, and you were obliged to dismiss him. That was three or four days before.

You had dismissed him?—No; he was th[ere] when I gave up charge of the division; he [was] not dismissed at all.

Mr. *Fox.*] Was he on duty?—He was availa[ble] for duty.

Was he on duty?—That I do not know, I [am] sure. I daresay the officer at the station can [tell] you that.

In all cases when goods are landed on the be[ach] such goods as ought to go to the receiver, wo[uld] one of the men accompany them?—They ou[ght] to do it, and I believe did, so far as my knowle[dge] goes. I had no report to the contrary.

That would only be to the extent the men [were] available; the man on day duty?—I do not [un]derstand you.

If three boats landed with only three m[en] and other boats landed in the interval, what th[en] —Other men would be called out.

Would be?—Yes, and were; even men [who] were supposed to be at rest and were off du[ty] were called out to search boats in consequence [of] more boats coming on shore than could be p[ro]perly searched by the men on watch.

Was that the 30th?—The 30th or the 31[st] I do not think it would be the 30th, becau[se] there was very little done the 30th.

Was that in the Deal district, or at Kin[gs]down?—Deal, you are alluding to.

Was the same done with regard to Kin[gs]down?—Not that I know of. I do not belie[ve] there was any necessity for it. Had there be[en] any necessity, it would have been done.

Did you ever notice any foreign boats abo[ut] t[he]

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ssel?—No, I cannot say I noticed any boats.

ou know a Deal lugger when you see it? nk so, I am not sure.

ere any peculiarity about a Deal lugger, Broadstairs?—I should not be able to difference.

were some little time at Deal?—About ths.

you see the master or the crew when they ?—No.

n was the report of the wreck first made ?—As I have already said, on the morning 30th; the morning it occurred, whatever orning was.

ly in the morning?—In the forenoon after 'clock. I saw her myself before she was d.

Inspector.] Is it the duty of any officer of st guard to make an official report to you wreck has taken place?—Yes.

would the duty be arranged; whatever guard officer saw it first?—Yes.

having seen it, did not need to have an report?—There was no necessity for a being made to me, but the person who the report did not know I had seen it.

s there a report made to you?—Yes.

official report?—Yes.

vriting?—No a man came up.

o made it?—I do not know.

s it a Kingsdown man?—A Walmer man.

tain *Hunter.*] It occurred at six, and you t know it until eight?—I saw it myself about or half-past six. I saw her about half-past seven. I should say, about half-past six, e I happened to be down bathing at the time.

Cumberland.] There is one question that to me. You have told the Commissioner our impressions are, as to the sufficiency force at your disposal for the purpose of ting any surreptitious landing of goods on ach, or any improper removal; and you lso said that a great number of boats were g goods at one time, do you know as a fact er all those goods were removed from the at a certain time, or at different times, I to the receiver's store?—You first say a t number" of boats.

said a "great number" of boats?—I do ink I made use of the term "great r."

Inspector.] I thought you said some people bliged to go off, and others to come on who t rest?—Yes, that was so.

Cumberland.] Was there as a matter of great number of boats landing at that —Not what I call a great number.

many?—Four or five, I should say; that greatest number, to the best of my know-

re the goods that were landed from these taken at once to the receiver's store, or hey allowed to remain on the beach?—As they were discharged, to the best of my dge.

Mercer.] You were not there?—I was ere.

Cumberland.] Were they all sent in charge fficer of the coast guard?—The patrol took of them, and accompanied them.

y were all sent in charge of the coast guard? y ought to have been and were, I believe. ved no intimation that they had not been, and from all the inquiries I have made, I have every reason to believe that they were.

If that is so, would there not be a very inefficient force left on the beach. If as you say, four or five boats might have been landing at the same time, that would represent four or five separate cargoes of goods which would have to be kept distinct in the interests of the Crown as well as the salvors?—Yes.

Therefore, that would necessitate five different men, would it not?—If five boats were landing at the same time, and all the cargoes were discharged simultaneously; if all the carts went up at the same time, those five men would go up at the same time and leave none there if they did.

Assuming that they did, and you say you believe they did, and you have no reason to believe they did not; during their absence the beach would be left comparatively unprotected, would it not?—Yes, but at the same time I do not consider that any coast-guard man who knew his duty at all, would attempt to guard things up that had been landed, if he saw other boats coming on shore to land goods, that he would guard those boats until there were sufficient men down to see these things up.

He would not allow them to be discharged from the boats?—He would either keep them there or keep the cart there, until an opportunity offered for seeing them safely up; that is if he saw other boats coming on shore, because the man on duty could see whether there were other boats likely to land.

Mr. *Mercer.*] A separate cart did not go for every load, I imagine?—I do not know that.

The *Inspector.*] There were 12 boats landed at Deal that day; can you tell us how many landed at the same time?—I cannot.

Did you happen to be present when any of them were landed?—No; there appears to be, or I have an idea that there is an impression on your mind, from a question you asked me, that goods could be landed at some other part of the coast.

That is an impression on my mind?—With reference to that; beyond Kingsdown although landing is not impracticable, the removal of goods from those boats without coming in contact with the coast guard is impossible, without they have horses on the top of the cliff, and have arrangements for hauling the goods right up.

You mean to say they could not walk along the beach?—They must come across a coast-guard man. The only direct way is by getting these things over the cliff, and that I should say is impracticable, and not only that, but the expense attending it would not pay for it.

Mr. *Cumberland.*] And in the other direction?—The other is all sand hill, besides there are guards up there. Of course it is not impossible.

But no such special difficulties exist in the other direction?—No such special ones, except the almost entire absence of all boats in that neighbourhood north of Sandown. Were any attempt to be made, and any boat to be seen in the neighbourhood, it would attract such attention that I do not believe landing would be possible.

Do you apply those observations to dark at night as well as day?—Yes.

Captain *Hunter.*] Even a punt?—Yes; from what I have seen. I speak from my own experience in riding up there at night, and seeing the number of men.

Mr. *Cumberland.*] How far apart are the men from each other, from North End to Ramsgate?—

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That is about five miles and a half; in full numbers there ought to be 10 or 11 men patrolling those five miles of coast.

That would be a man about every half mile?—Yes, constantly walking to and fro.

Is that same number of men on duty all night on that part of the coast?—There ought to be; I speak of the number I have generally found, besides that there is the officer.

Mr. *Mercer.*] Has the officer to visit his guard at certain times?—Yes.

Unexpectedly?—Yes.

Therefore if men were not on guard?—It would be his duty to report it to me, but I do not believe there was any report made, or occasion for it.

And it is your duty to visit the guard at unexpected times?—Yes.

On horseback?—Yes.

The *Inspector.*] Can you tell me whether there was any fishing going on at this particular time?—I cannot.

After the wreck was supposed to have got under the sand, would there be any special care taken about searching the boats that came in?—Every boat that came from the wreck.

We are told by Arnold, on the 6th of tember, there was nothing of her to be would the searching of the boats be discon so far as the wreck was concerned?—The would be subject to the same supervisio they always are.

There would not be the special supervis the time the wreck was in sight?—The amount of supervision would exist, but would not be the same precaution; every supposed to be searched, except boats that fishing, and drop anchor four or five hundre from the shore.

Mr. *Mercer.*] Whether there is a wreck every boat is searched?—It is, or ought to

Mr. *Cumberland.*] With regard to the precautions that you took on the Thurs Friday, how long were they continued? whole time I was there.

And you left on the Monday?—I l the 3rd.

As to whether they were continued after day, do you know?—I cannot answer fo Lieutenant Hassell was there.

You left Lieutenant Hassell in comma Yes.

LUKE SANDERS AMYS, sworn; Examined by the *Inspector.*

L. S. Amys.

How long have you been stationed at Kingsdown?—Twelve years.

You are a coast-guards man?—Yes, and commissioned boatman.

Is that the whole time you have been in the coast-guard service?—Twenty-six years since I joined the coast guard service.

Where were you first?—At Walmer.

You have been along this coast all the while?—Twenty-six years.

And married?—Yes.

And know the people about the coast pretty well?—Yes.

Do you remember the wreck of the "North" on the 30th August last?—Yes.

What time on the 30th August did you go on duty?—Twelve at noon.

Who went on duty with you?—John Pay.

What part of the beach did you first go up?—To where the boats heave up.

That is the northern part of the station?—Yes.

Then you started from the coast-guard station and went up to the village?—Yes, where I remained until four.

While you were at the village were there any coast-guards men between the village and the northern end of the station?—No.

Where did you stay while at Kingsdown village?—Do you mean on duty.

Yes?—We get from Walmer Castle.

You say you were at Kingsdown village from 12 to 4, where did you stay during that time?—At the boats.

Could you see the whole of the beach from Kingsdown village up to the northern end?—Yes.

What boats were there at that time on the beach?—They were all there with the exception of four.

What were those four?—There was the "Earl of Zetland," the "Pilgrim," the "Caxton," and the "Mary."

Is there not a lugger called the "Louisa"?—Yes.

Where was she?—I believe she came that night.

She was not there?—I will not be certai ther she was or no.

Are you quite certain there were not or three others that were not there?—I she never went off to the wreck.

How many were there?—Fourteen altog first class luggers.

Do you say there are 14 hail from King village?—Yes.

How many were actually drawn up o Kingsdown village when you were there, 12 to 14, did you count them?—I think 9

You will not be sure about the "Louis I will not.

At four o'clock where did you go?—I w the station.

How long did you stay there?—Until ei

Then there was nobody on duty?—Pay the boats.

Then there was nobody on duty from the guard station towards the Flower Pot had got to the Flower Pots.

You were at the station?—I was from t the Hope.

Did you go down to the Hope?—Yes.

How many times?—I think twice duri afternoon.

How far is it from the Hope to the guard station?—About a mile.

How long did you stay at the station?— an hour.

We have heard from the coast-guard you cannot see the extreme southern end? you cannot.

While you were in the station there was of the beach you could not see?—We w the beach during that time.

Was there any part of the beach you cou see during that time?—Yes, from the H the Flower Pots.

What sort of coast is it?—It is south-we

What sort of coast is it; what sort of b it?—It is all cliff.

width of beach is there?—About 200
should say when the tide is down.
a punt from a lugger land there on the
beach between the Hope and the
Pots?—They could.
re any landing stage for the lugger itself?
ere is the cliff.
did you do at the station, did you turn
ht o'clock?—I left at eight.
lid you go to bed?—Yes.
did you go on duty again?—At four in
ing of the 31st.
ou go on the beach with John Pay, too?

was Alfred Lecluse the man you relieved?

lid you find two luggers there, the "Earl
nd" and the "Pilgrim" hove up on the
—Yes.
two at anchor off the beach, the "Mary"
"Caxton"?—Yes.
t part did you take in the morning?—I
company with John Pay to the boats.
and John Pay both went to the boats?—

ne Kingsdown village?—Yes.
stayed in Kingsdown village?—Yes.
of you?—Yes.
the rest of the coast had no coast guard?
went there to take charge of the wreck.
were the only two men on duty?—That

while you were at the boats there was
else on duty to watch the rest of the
—We were watching the wreck.
could you watch the rest of the beach
e village?—We could see all the northern
the station, and part to the southward.
far southward could you see?—Nearly
Hope, well.
long did you stay there?—Until 12 at

t six o'clock did one of the luggers come
he "Mary" came ashore at six.
she hove up then?—She was hove up,

did you see what came out of her?—

you take charge of it yourself?—Yes.
t did you do with it?—I took it into Mr.
store at Deal.
t did you do with it when it came out of
t?—I put it on to three carts.
you help to unload the "Earl of Zetland"
"Pilgrim"?—No.
did that?—The men unloaded that them-

you see what came out of them?—Yes.
t came out of the "Earl of Zetland"?—
eamen's chests empty, and four sails.
put them on the carts that belonged to
Earl of Zetland"?—The crew.
you go to examine the "Earl of Zetland"
rds?—Yes.
the "Mary"?—Yes.
the "Pilgrim"?—Yes.
they were discharged by their own crew,
ere they put each on separate carts?—

long did that take?—At seven I went into

you get a cart?—I went in with three carts
ne "Mary" and the "Pilgrim."
separated them, and put one in each cart?

—The "Pilgrim" had two carts, and the "Mary" had one.

L. S. Amys,
10 April 1867.

What became of the "Earl of Zetland?—That was left in charge of John Pay.

You started at seven in the morning to go to Deal?—Yes.

Did you take charge of the three carts yourself?—Yes.

You took them into the receiver of wrecks?—Yes.

And gave it up to him?—Yes.

What time did you get back?—About nine; it might be a little after nine.

Then all the time you were away, there was only one man watching?—There was Pay and Ponsford.

Had Ponsford come on duty?—Not when I left; he was at the station when I left.

Did you see Ponsford at the station?—I did not notice him; I might if I had looked.

Did you observe the seamen's chests?—Yes.

Were the lids torn off?—I did not notice.

Were the locks broken?—I never noticed any locks being broken.

Nor lids torn off?—Not that I saw.

Were they opened or fastened?—You could lift the lid up and look into them.

But you did not find anything there?—Nothing.

Captain *Hunter.*] Were the locks broken or unlocked?—I never noticed one broken.

The *Inspector.*] You asked the men about the chests, whether there was any clothing in them?—Yes.

And they told you there was not?—They told me there was none.

You got back at nine, and were on duty till 12? Yes.

During those three hours where were you?—At the boats.

Where was Pay?—He was gone into Deal with a cart with the "Earl of Zetland's" things.

Who else was on duty with you?—I relieved Ponsford when I came back.

Those three hours you were the only man on duty?—Except Pay.

Pay was at Deal?—Part of the time.

How long was he away?—An hour, or a little better; he came back between 11 and 12.

Mr. *Cumberland.*] What is the distance from Kingsdown to Deal?—About three miles.

The *Inspector.*] Did you not, as you came back from Deal, meet Pay on his way with the "Earl of Zetland's" things?—Yes.

At that time Ponsford was on duty?—He was the relief man.

When you came back at 12 o'clock, was the "Caxton" still at anchor?—At nine o'clock.

Did she land while you were there?—She landed about 12.

And did you see what came out of her?—No.

Who looked after that?—I gave her in charge to Michael Power and Alfred Lecluse.

Did you ask the crew of the "Caxton" and master of the "Mary" why they laid there so long?—No, I did not ask them, but the reason was, because they could not come ashore before.

Captain *Hunter.*] Why not?—Unless they came the first part of the night, the tide would not admit of their coming.

The *Inspector.*] The "Mary" had come ashore at six o'clock?—Yes.

L. S. Amys.
10 April 1867.

The tide would have served the "Caxton" as well as the "Mary"?—Yes, but they were at home in bed.

Without leaving anybody on board?—No.

Did the "Pilgrim" come ashore the same time as the "Mary"?—The "Pilgrim" came ashore some time during the night.

The tide served for the "Pilgrim?"—That was about 10 o'clock the first part of the night.

Were the "Mary's" people ashore then?—I do not know, the boat was not ashore.

The "Mary's" people?—I do not know.

Were the "Caxton's" people ashore?—Yes, in the morning.

These luggers were riding at anchor when you went to bed at eight o'clock?—I do not know that.

I thought you said they were?—No, I did not say that.

You do not know whether they came in at all?—I do not know what time they came in; they were there at four in the morning.

Had any of the other boats left to go any where at all?—No.

Did the "Louisa" come in during that day?—No.

When did she come in?—I do not know when she came in.

Did she come in afterwards?—She was ashore the 31st.

What time on the 31st?—I do not know what time she came ashore the 31st; she was on the beach the morning of the 31st.

Are you quite certain about that?—I am, if she came ashore on the 30th.

On the night of the 30th?—Yes, if she came at any time, I think she came the night of the 30th; I would not be certain.

You were off duty at four, and not on duty again till 12 the 31st, so that she might come in?—On the 31st from four until 12 in the morning.

Then she might have come in from eight till four in the night of the 30th?—She might.

You never saw anything improper, I suppose?—No.

Did you ever see anything brought away from a wreck that was not taken to the Receiver of wreck?—No, not away from the ship "North."

Mr. *Cumberland.*] Were you on duty on Friday morning the 31st August?—Yes.

At what hour?—From four to 12.

When you went on duty at four o'clock, could you see lights, or anything of that kind, or whether there were any boats about the ship "North"?—I did not notice at four o'clock in the morning.

As soon as it became daylight did you then see any boats?—I saw some after daylight.

How many boats did you see?—I cannot say.

A great many?—I cannot say, there might be five or six, or there might be more; I did not take that notice.

Might there have been a dozen?—Perhaps there might have been a dozen, I cannot say.

Might there have been two dozen?—No, there were not two dozen.

But there might have been a dozen?—Yes.

At what time was that?—About 10 or 11 o'clock in the forenoon.

How many did you see at daylight?—I never noticed any at daylight; I did not look towards the ship at all.

When did you first see any about the ship?—The afternoon of the 30th I noticed when I was coming from Deal.

The morning of the 30th I am talking you say you did not remark any at da when did you first remark any that morni About nine o'clock.

And then you saw about a dozen?—I know; I cannot say whether there were a or less; I did not take that notice.

More or less?—There were not more the

Could you say what sort of boats they —I could not tell what boats they were.

Were they close to the ship?—They anchored round about the ship.

There might have been boats on the othe of the ship without your seeing, I suppo There might have been.

Did you see any of those boats leave th in the course of that morning?—No, I noticed any leave the ship.

Nothing at all during that day?—No.

Mr. *Mercer.*] About the nature of the c the southward of Hope Point or St. Mar Bay, it is a very steep cliff?—It is a steep I should say it is 200 feet high.

Are there any roads inland from the bea No; you must go to St. Margaret's or else to Kingsdown.

If anything had been landed under th when you were away from that part of the s must it have come past Kingsdown?—It have come past me.

Therefore, although you left that part w being there, you must have seen it?—I have come either one way or the other.

The *Inspector.*] Why is it called the "I Pots"?—I do not know.

Is it a rock, or what?—It used to be in t times like a flower garden; there were a many flowers grew there.

On the cliff?—Under the cliff.

Is there any pathway down from the cliff is all washed away now by the sea.

Is there any pathway between the Hope and the road leading up to St. Margaret's —Not until you get to St. Margaret's.

And you have to pass the coast-guard s before you get to that path?—Yes.

Is the coast-guard station at St. Margar the cliff?—No, under the cliff on the beach

Is there any path between the Hope a coast-guard-station at Kingsdown by whi can get to the top of the cliff?—No.

Would you have to pass the coast- station to get inland?—To get either wa must either pass St. Margaret's or Kings one or the other.

Do you know how many coast-guar there are at St. Margaret's?—I think were 10.

Do you remember any of the boats go after the 3rd September?—No.

Not to the wreck, but going away fro Kingsdown station?—No.

Not to fish or to cruise?—They got awa I do not recollect it; they got away to the ward.

Did any boats go away to the westward the 3rd September, that you remember?— were some went away after, but I do not when.

This is two or three days after?—Ther none went away after that, to my knowled

Do you mean to say they stayed all the

ptember, and did nothing? — They went at different times; I am not always there; an who is on the watch knows when they ay, and he tells the officer.

l anybody who had been on watch tell you f the boats had gone away after that?— my recollection.

you always search boats when they come on ?—The man that is there does.

hen you are there do you always search ?—Yes, of course I do.

re you quite sure of that?—That is my

now that is your duty, but do you always ?—I should think I have not been there ars but what I have done that.

en you always do search?—Yes, if it lies in ower, for satisfaction.

ere those luggers half decked?—They had fore peak in them.

id you look whether there was anything in ?—Yes, I pricked the ballast, and looked r the stern sheets.

hat was the ballast?—Beach.

there had been metal under the ballast, ld you have found it out?—Yes; we could a tuck stick, and tell whether there was hing under the ballast.

hat is a tuck stick?—It is a stick with a at the end.

ou did not find anything in the fore peak, or e ballast?—No; I saw nothing.

Mr. *Fox.*] What was the date of the last receipt on the shore, of any goods from the "North"?—The 31st. *L. S. Amys.* 10 April 1867

Nothing landed, as far as you know?—Not at Kingsdown.

Nothing later than the 31st?—No; not later than the 31st.

Do you say it is the invariable practice to examine every boat that comes on shore, even in the day time?—Yes.

That is always done?—Yes; and always put down on a slate.

Is there any other record taken of it?—It goes in the journal.

What boats come on shore and are examined?—Yes, and who examines them.

Is that record kept at the station?—Yes, it is kept there for a month.

And then goes to the chief office?—Yes.

How long have you been at Kingsdown?—Twelve years.

And you have been confined entirely to Walmer?—Walmer and Kingsdown. I was at Dover two years.

Do you live at the station?—Yes.

Are you related to any of the people who have got boats at Kingsdown?—No.

Either through yourself, or your wife and children?—No; they are many hundreds of miles off.

What part of the coast do you come from?—North Yarmouth.

JOHN PAY, sworn; Examined by the *Inspector.*

RE you a coast-guard boatman at Kingsn Station?—Yes, a boatman is my rating.

oes that decoration mean anything?—Good luct.

ow long have you been at Kingsdown?—r years.

that the whole time you were in the ser-?—I have been 10 years in the service.

here were you before?—Northumberland.

re you a native of this country?—Kent.

hat part of Kent do you come from?—gham. Nunington is my native parish.

ou remember the 30th of August?—Yes.

ere you on duty at 12 o'clock that day, and you stay there until eight o'clock at night?—nt on duty at 12 o'clock that day, and reed on until eight at night.

nd you turned in at eight, and came on at the next morning?—Yes.

ith the last witness Amys?—Yes.

hile you were on duty from 12 to 8, did lugger leave Kingsdown beach?—Not that ticed.

ow many luggers hail from Kingsdown?—rteen first-class luggers.

ere there any galley punts?—No.

re there any galley punts from Kingsdown?o.

hat is a first-class lugger?—There is a foreed boat, and there is one we call a cat boat.

as that a peak?—That is an open boat.

hat is her name?—The "Seamen's Glory."

as she hauled up?—She was on the beach.

id she put off at all during that day?—No.

id you see any lugger leave?—There were off the beach when I came on duty.

hose are the four we have heard of?—Yes.

id you see any of those come back?—One.

Which was that?—The "Earl of Zetland." *John Pay.*

What time did she come back into the roads?—Between six and seven.

Did the tide serve to bring her up?—Not till past seven; about 7.30.

Then she came up to the landing-stage?—She hove up about 7.30.

Did you examine her when hove up?—Yes.

What had she?—Four sails and four seamen's chests.

Were the things handed out to you?—I went on board and searched the boat, and saw the things in her.

What state were the seamen's chests in?—They were all open.

Were not the locks broken?—I could not say.

Did not you examine the ballast to see whether there was anything underneath it?—No, I did not.

You took charge of those things?—Yes.

What did you do with them?—They remained in the boat, and I remained by the boat until Lecluse came and relieved me; then I gave them in charge to him, and I returned to my station, and when I returned I reported to my officer.

How long were you searching that boat, and looking after her; half an hour, three quarters, or what?—The things were not taken out of her.

That you were searching her?—I might be from a quarter of an hour to 20 minutes in the boat.

Where was Amys?—He was the other way; at the other end of the station, at the Hope that afternoon; we changed at four.

You had been at the Hope until four?—I was at

John Pay.

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at the Hope from 12 to 4, and then changed to the boats.

Then you went off at eight, and came on duty at four in the morning?—Yes.

When you came on, did you find the "Pilgrim" hove up?—Yes.

And two others, the "Mary," and the "Caxton," at anchor?—Yes.

Do you know when the "Pilgrim" was hove up?—I do not.

At five in the morning the "Pilgrim" was discharged?—Yes.

And were you and Amys there at that time?—We were both on the boat.

Did you go on board the "Pilgrim," or Amys?—Amys.

Did Amys hand the things out to you?—He passed the things out, and I put them on the carts.

The "Mary" then came in about six?—Yes.

And her things were taken away by Amys?—Yes.

And he went away to Deal?—Yes.

The "Caxton" was then at anchor?—Yes.

The "Caxton" did not come ashore while you were there?—No.

When were you relieved that morning?—Twelve o'clock.

Did you not go to Deal?—Yes.

Who came on watch while you went away?—Ponsford.

At that time Amys had gone to Deal, and you on your road; there was only one coast guardsman on duty?—At the boats.

There was only one on duty, because Lecluse and Power had gone to bed?—Yes, there was one on the boats, one on his way to Deal, and the other coming back.

You took the "Earl of Zetland's" things to the receiver of wrecks, and gave them up to him?—Yes.

Are you sure you had four seamen's chests with you?—Yes.

Did you count them?—I cannot say positively that is the number; I delivered four seamen's chests.

The receiver of wrecks has returned only three—There were four.

You are sure there were four?—Yes.

Do you know anything about the "Loui—No, I know nothing about her.

Do you know whether any of the vessels went away at all during the next week?—No.

Mr. *Cumberland.*] I believe you were on from four o'clock until 12 o'clock on the morning of the 31st, were you not?—Yes.

Did you see any boat about the ship during that time?—Yes; I saw boats off.

Many?—There would be a dozen or perhaps more.

Did you know what boats they were?—No.

Were they near the ship?—Anchored round about her; some handy, some at a respectful distance, half a mile, perhaps.

I suppose there might be boats over the other side, and you not see them?—Yes.

So that there might have been many more than 14?—Yes.

At what hour in the morning was it that you first observed these boats; what hour in the morning, how early?—On the 31st, do you mean?

Yes?—About five or six.

As soon as it was daylight?—Yes.

Captain *Hunter.*] Did you consider it your duty to report to Captain Hudson, as soon as you saw the wreck at daylight?—Not to Captain Hudson; my duty is to report to the officer of my station.

Did you do that?—I did not do it, because I was not on duty the morning of the wreck; the man on duty who saw it would report to the officer of the station.

Mr. *Cumberland.*] Did you see any of the boats come away from the wreck?—No, not that I took notice of.

At any time during that day?—No.

ROBERT ABEL, sworn; Examined by the *Inspector.*

Robert Abel.

ARE you the Quartermaster of Her Majesty's cruiser, "Rose"?—Yes.

On the evening of the 31st of August, that is Friday, did you go to the wreck of the ship "North," that was lying on the south side of the Goodwin?—Yes.

What made you go there?—I was sent there by my commander to see who had charge.

Where was the "Rose" at that time?—She was lying at about half a mile from the wreck.

How long had she been there?—Only just got there.

Where had she come from?—From Ramsgate.

Had news reached your commander that there was a wreck on the sands?—Yes.

And as soon as he got the news he went off in the "Rose" to see what was happening?—Yes.

Did he not get the news until the 31st?—Not the commander.

Did you hear of it before that?—No, I was on board the cruiser, and so was he.

Who brought the news to you?—When the commander went a shore at Ramsgate to see Captain Knox.

Who is Captain Knox?—Inspecting Commander at Ramsgate.

He went off with his vessel?—Yes.

About seven o'clock?—Yes.

How long did it take you going from "Rose" to the vessel?—About 10 minutes.

How many went with you?—Four.

At seven, what was the state of the water, was it water?—It was within two hours of low water.

Tell us how you found the vessel; what position she was lying in; which way was her head?—Her head was about S. S. W., and her back broke.

Where was her back broken, as far as you observed?—Just before the main rigging.

You are sure it was not aft the fore rigging?—It was before the main rigging.

Was it immediately abaft the fore rigging, or immediately before the main rigging?—Immediately before the main rigging.

At that time did you see her water mark?—I did not.

Did you go both sides of her?—No.

Which side did you confine your attention to?—I went upon the starboard side.

she a list over to port?—A slight list to

ld you describe by feet or by streaks what was?—By streaks.

many streaks over was she listed?—Not

you see how much she was sunk in the —No.

she sunk more in the sand forward than e was more sunk aft than forward.

t height of copper did you see out of the —That I cannot say.

you see any copper at all?—I did see

far up from the water did you see cop- Very little, and that was right aft.

t do you mean by very little?—Not two

ain *Hunter.*] Two sheets of copper alto- do you mean?—Not out of water; there t the height of two sheets out of water ft, and that is where there was less water.

her main mast, did you see any copper —No, I did not.

e was none at all there?—I could not see; as a lighter lying alongside.

could only see what the lighter did not —I could only see what the lighter did not as I stood on the lighter's deck.

got on the lighter?—I got on the

saw there were about two streaks of above the water aft?—Right aft.

t length of it, do you suppose?—Very ndeed; I should not think there was six

was the lighter? Supposing this was the the ship, was the lighter lying right up t the bow?—No.

she lying in the middle of the ship?— along the main rigging, where the vessel's as broken.

he bow end of the ship could you see any ?—No, she was too far down in the

you see any sails?—I saw only the re- of the mizen royal hanging to the yards.

the top mast standing then?—Yes.

you saw the pieces on the mizen royal?

running rigging, did you see any of that -Yes.

much of that?—I should think there be about half of the running rigging

you go on board the vessel herself?—

you go below?—No.

you go in the cabin?—No.

you see the doors of the half poop?—I e them, but not to go close to them to ne them.

you see if there was anything broken off ors?—No, I did not go near enough; in only went on the deck, and turned myself

o were on board?—Some men getting out.

re they divers from Whitstable?—Yes.

s one of them called Benjamin Harris?—I t know their names. I should not know en if I was to see them again.

re there any other boats round?—Yes.

What boats?—A Broadstairs boat, called the "Buffalo Gal." *Robert Abel.*

Any others?—That was the only boat. 10 April 1867.

And there were two or three of the Whitstable diving smacks?—I forget now whether there were three, but I am sure there were two.

What lugger boats were about?—Only the "Buffalo Gal" was riding at anchor then, but as I was going from our cruiser to the vessel, I passed the "Morning Star" of Ramsgate coming from the ship.

Is that a lugger?—That is a lugger.

Could you see whether the "Morning Star," of Ramsgate, had a cargo on board?—She had none.

I do not mean a cargo of rice; but did she look as if she was laden?—No, she was not; I should think she had nothing in. In fact, I went alongside the "Morning Star" with a boat, and looked over, and asked them what they had got, and they said, "Nothing."

Did they say why they had got nothing?—Because they would not be allowed to take it to Ramsgate, and they must take everything to Dover.

That was the cargo?—Yes; I asked them why they were not at work, and they said: "Oh, the man," taking an oath, "is a pretty party, that will not allow a fellow to get a shilling when he can."

Did he tell you whether there was anything else they might have got?—No.

Did you see Captain Russell there?—I did.

He was aboard the "Palmerston"?—When I went alongside, I asked who had charge, and I was told a Mr. Russell, Lloyd's agent; and I looked round and asked where Mr. Russell was. They said he was on board the "Palmerston," getting his tea. With that, I climbed up the vessel's side, and looked down into the hold, and saw some rice, and saw some men pulling it about in bags and shovels, and everything was in confusion. Then I went down on to the ladder again, and was going aboard the "Palmerston" to see Captain Russell; but, as I was getting into our boat, Captain Russell got into the "Palmerston's" boat, and stood there till I came and told him who I was, and asked if he wanted our assistance.

Did he say he was in charge, and did not want help?—He did not want our assistance.

Can you tell me how much she was by the head; you did not see her draught?—No, I did not see her draught marks; I should think she had sunk down by the head deeper than she would be when afloat. She was sunk so that there would be no mark to be seen.

Captain *Hunter.*] You said, just now, you saw half the running rigging?—Yes.

Did you see the braces?—No; the braces were nearly all, I should think, unrove.

And away?—Yes.

Did you see any of the gear about the sails; the bunting or clew lines?—No; they were gone.

Did you see any hawsers?—No.

What did you see?—I saw some Manilla rope in the fore rigging rove through blocks. I should take that to be the fish tackle and pennant for the anchor, and I likewise saw other ropes on the rigging, especially the fore rigging.

Not rope they had in use for discharging?—No.

Robert Abel.

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Some of the running rigging?—Yes.

Could you tell me what ropes they were?—I could not tell whether they were clew lines or not that were left; but, whether or not, there was running rigging.

The *Inspector.*] The standing rigging was all up?—Yes.

Captain *Hunter.*] The copper; did the ship look as if she had been stripped?—I did not notice; it was drawing on for dark, and was dusk.

The *Inspector.*] You cannot say, of course, what weight of running rigging was left, in your judgment?—No.

Captain *Hunter.*] You saw none of the large ropes, braces, or hawsers?—No; there were no braces, because I remarked the braces, pennants, and blocks hanging down from the yards that were left.

What sized piece of canvas was hanging from the mizen royal yard?—Not much.

Three or four fathoms?—It seemed as if it was gone right across, zig-zag, from each cloth, right across the yard.

Along the head of it?—Yes.

Just a bit along the head?—Yes.

As if the body of the sail were blown all away?—Yes.

Mr. *Cumberland.*] When you said you thought half the running rigging was left, do you adhere to that statement; it was getting dark?—Yes; it was dark.

That prevented your seeing the copper. You have told the nautical assessor that you saw certain portions of rope; surely that would not represent half the running rigging of a ship of that size; you said you saw the hawser and braces were gone? The hawser is what I do not term running rigging.

The braces?—The braces are running gear.

And you have only described certain running rigging that you saw; that would not represent half the running rigging?—No.

I presume you wish to correct that statement?—I cannot say what the ropes were; but I saw other rope that led up and down the rigging, through the fair leaders on the rigging, but I could not say what they were. There might have been with all, quite likely, such a thing as a topsail clew line, or a top-gallant clew line, and there might be such a thing as a runner and tackle for setting up the jib stay.

Did you see them?—I should think that that is what they were.

I ask you, do you consider that what you did see, of whatever kind it was, fairly represented so great a proportion as half of the running rigging of that ship?—I will not say it exceeded half; I say about half.

Was it as much as half?—As much, but no more.

Captain *Hunter.*] You think that these few ropes up and down the mast constituted half of the running rigging?—Yes.

And all the long ropes were gone?—The braces.

The *Inspector.*] Have you the least notion of what the weight of the running rigging of that ship is?—Yes.

Captain *Hunter.*] Were the topsail halyards there?—I should think that that vessel's topsail halyards would weigh alone——

I ask you, do you think they were there?—Yes; I do believe they were there.

On your oath, you believe they were th
I would not like to take my oath that they
but I think they were, because not on
ropes that led up and down the clew lin
other things I would not be sure; haly
general lead up and down the mast, but
they were.

They are, as a rule, abaft the mast?—Y

Did you see them?—There were some
leading up and down the mast, and I
think, if I had gathered it up when I was
that I could have gathered about half o
vessel's running gear.

The *Inspector.*] How much do you thin
would have weighed?—That would have
to some four or five tons, I should think.

Captain *Hunter.*] Then what you saw,
much as two tons?—Yes; I should thin
could have gathered it together, I shoul
got about two tons.

Mr. *Cumberland.*] Did you see any
running rigging on the main mast. There
ropes about it?—There was something
about the main mast. They were in a diso
state; the standing rigging was about.

Did you see any running rigging?—I
saw the running ropes on the main mast.

Did you see any on the mizen?—That
not be sure about. There were ropes ther
I should think very little, as far as my eye
because I did not walk aft.

Captain *Hunter.*] You did not go on the
—No.

Mr. *Cumberland.*] Was there little or
on the main mast?—I should think about h

The *Inspector.*] What time did the "
start from Ramsgate?—I should think it
have been about one o'clock in the afternoo

Did she come straight away from Ram
to the wreck?—Come straight away fo
wreck.

How far is that?—Nine miles.

She took a long time getting down the
No; we had wind and tide against us.

She is not a steamer?—No; a sailing ve

What is she?—A fore-and-aft cutter
tons.

As you were coming from Ramsgate t
wreck, did you meet any boats coming ba
No.

Did you see none heading towards B
stairs?—No.

None at all?—No.

You are quite sure of that?—I did not
any.

Did you see any boats yourself excep
"Buffalo Gal"? Do you know a vessel
the "Tartar"?—Yes.

Did you see her?—No.

One called the "Fame," or the "Petre
the "Florence Nightingale"?—No; I sa
boat belonging to Broadstairs; only the "B
Gal."

The "Florence Nightingale" of Rams
do you know that?—The "Florence Nig
gale" of Broadstairs.

You did not see her?—No.

Where were you stationed all that morn
off Ramsgate?—Yes; we were about Ram
all the morning.

Were you cruising on and off Ramsgat
Close to Ramsgate Harbour. The comma
took a boat, and went ashore in the foreno
the inspecting commander.

ng that time, while cruising on and off, did any boats going back to Broadstairs? came down from Ramsgate, did you see its going towards the Deal beach?—Yes. many did you see?—Two or three. near did you get to them?—Within a d a half or two miles. l you tell, at the distance at which you hether they were laden or not?—No.

Those boats whose names I put to you; did you in the morning either see those boats put off from Broadstairs or come back to Broadstairs?—No. *Robert Abel.* — — 10 April 1867.

Mr. *Cumberland.*] Or Ramsgate?—No.

Captain *Hunter.*] Where had you been cruising all the 30th?—Coming from Harwich.

The *Inspector.*] You only got to Ramsgate that night?—That morning.

WILLIAM STOKES, sworn; Examined by the *Inspector.*

you the Superintendent of Police at ich?—I am. long have you been there?—Fourteen nearly. you receive some information about the the ship "North"?—I received a comtion from Captain Ruxon, my chief conto inquire about it. e the chief constable of the county?—

n did you get that information?—I believe about the middle of September. your attention been drawn to the wreck "North" before that?—It had not. I ard of this rumour before. receiving the communication from Captain , what did you do?—I saw Captain Simp-

Captain Simpson Lloyds' agent?—Yes. Captain Simpson come to you, or did you Captain Simpson?—Captain Simpson came

Sandwich?—Yes. h Captain Simpson did you go and make s inquiries?—Yes. Sandwich?—I do not think we did first at vich. I think we did at Walmer first. Sandwich a district attached to it?—Sands a borough. Sandwich a district attached to it of which re the superintendent?—Sandwich is in the e Ports; two or three parishes are attached dwich, and are connected with my division lice purposes only. Walmer one of them?—Yes. Deal one?—Deal is a borough. y have separate police of their own?—They separate police at Deal. I went to Walmer to make inquiries?—I

om did you see at Walmer?—I saw the constable stationed there. at is his name?—George Ralph. m what you learnt from him, did you make arch at Walmer?—No; we did not make ch at Walmer; but made inquiries at various e stores, and directed the officer to make ies. l you make inquiries yourself?—I did at and Sandwich. Walmer you did not?—I did not; I ed my constable. Deal and Sandwich you made inquiries elf?—Yes; I went to the marine stores at vich. l you go to the marine stores at Deal?—I to one or two. l you go to Thomas Foster?—I did not. l you go to William Riley?—I did not; I d him to be arrested. ose stores did you go to in Deal?—I went 89.

with Mr. Brett and Mr. Baird, to a marine-store dealer in Middle-street, Deal. I forget the name of the person. *W. Stokes.* —

Mockett?—No, Mockett lives at Upper Deal.

May?—No.

White?—No.

Arnold?—Arnold lives at Walmer.

East?—East lives at Sandwich. I forget his name. He gave no evidence in the matter. We simply went there to see if we could find anything.

Did you examine what was in his store?—We did.

And did the mate find anything belonging to the ship?—He did not.

Did you examine the store of any other marine-store dealer at Deal?—I did not.

Did you examine at Sandwich?—I went to Lock's.

And did you find anything?—No; and we also went to the ship yard, and could not find anything.

You say Foster and Riley were apprehended by your directions?—They were arrested on warrants.

Where were they placed?—In Deal lock-up.

Did you see them?—They were brought to me in the police station. I charged them with the offence of stealing the rope. They made no admission, and were placed in the cells.

Did either of them at any time say anything to you?—Not to me.

To whom did they make a statement?—A statement was made to Ralph by one of the prisoners, and he gave it in evidence before the magistrates.

Do you know anything more about it?—I do not.

Mr. *Fox.*] I think you were present at the mill, at River, when Baird identified a quantity of the property.

The *Inspector.*] Look at that rope. Did you see the mate pick out that block strop?—I saw these. I did not see him pick out the rope in the first instance at the mill, because I was not there.

In your presence did the mate say that had belonged to the "North"?—I tell you why I can tell; simply because the mate explained in his evidence, that the ship had been painted two colours.

Mr. *Fox.*] You were present on the occasion of the hearing before the magistrates at Deal?—Yes.

And also at the Sessions?—Yes.

When Baird gave evidence as to those?—Yes; he said the ship had been painted green, and subsequently a lighter drab colour; and there it is now.

W. Stokes.
10 April 1867.

The *Inspector.*] Did he say anything about that gaskett?—Yes, he did say something about the gaskett; and he said also, as far as I recollect, he identified it by the way it was worn and rubbed.

Did he say it had been made on board?—Yes; I do not know whether this is the particular one; those are all alike.

Mr. *Fox.*] I think he said one was shorter than another?—I think he did.

And one was made under his superintende —Yes; as far as I recollect, he did say so.

The *Inspector.*] Did the mate pick out n of the rope?—He did. There was a great q tity brought to Deal; about 8 cwt., I think.

Captain *Hunter.*] He identified the wh that?—He identified it all in general te some he spoke positively of; he had no dou it; and the other he believed formed part o rigging of the "North;" but he swore to of it point blank.

ALFRED LECLUSE, sworn; Examined by the *Inspector.*

A. Lecluse.

Are you a Boatman at the Coast Guard?—Yes.

How long have you been at Kingsdown?—Since the third of last June.

Where did you come from?—From London.

How long have you been in the coast guard altogether?—Six years the 18th of last January.

And been at sea before that?—Yes.

For long?—Yes.

Were you on duty the 30th August last?—From four in the morning.

Until eight?—Up to 12.

On the northern end until eight?—Yes.

Who was on duty with you?—Ponsford, to the eastward.

Then you changed and went to the southward at eight, and he came on the northern?—Yes.

During that time how many times did you go right up to the northern end of your beat?—I was where the boats launch at Kingsdown beach; I went there a very little afterwards and saw the wreck on the sands and stopped there.

You did not go to the end of your beat at all?—No, because my attention was drawn to the wreck.

And you stood there until eight o'clock?—Yes.

During those four hours did anybody go off to the wreck at all?—Not to the wreck.

Did anybody go off at all?—One went off a little after four o'clock; the "Margaret," and she returned in about an hour and was hauled up.

Who did she belong to?—A man named Robert Lilly.

What made them come back as soon as they saw the wreck?—To hear the general discussion on the beach; it was dark when they launched, and when they discovered the wreck she returned, and was hauled up.

Did she go out again?—No.

You went to breakfast?—Yes.

Where did you breakfast?—At the station.

Did Ponsford breakfast with you?—No, I was relieved before I left there.

Then you went to the southern part of the beach, and remained there until 12 o'clock?—Yes.

Could you see Kingsdown while on duty on the southern part of the beach?—Yes.

Did you see any boats leave then?—Yes, I saw boats launched off the beach.

You do not know what they were?—No, I was too far away.

You went off at 12 at noon, and went on again at eight?—I went on at eight in the evening.

At eight in the evening did you find the "Earl of Zetland" hauled up on the beach, and watched by John Pay?—I took charge of the "Earl of Zetland" from John Pay.

Did you go on board her?—No; my o were, to see there was nothing taken from h

Did you stay by her all night?—No; be I had to watch other boats.

But in the neighbourhood of her all nigh Yes.

Then you did not go to the northern en your beat during that time?—No; because had left her they might have gone.

Were there any other luggers hauled up o beach before you left?—The "Pilgrim."

What time was she hauled up?—Near night.

Were the "Mary" and the "Caxton" r off the land?—They were riding in the road

Why were they not hauled up the same a "Pilgrim"?—I cannot say, unless the men in bed.

Do you know whether the men were in be Yes.

Did you search her when she came ashore left that to Michael Power.

As far as you know, was there anything la from the "Pilgrim" or the "Earl of Zet while you were on duty?—They were all o beach then.

As far as you know, was there anything la from them?—The "Earl of Zetland" was and dry.

Was there anything taken out of her?—N

Had you 40 winks?—I found the duty we were short handed.

You had been up eigh hours before?— and perhaps I shall have to do that to-night I go home.

Did you have anything to refresh yourse No, I never do when I am on duty.

At four in the morning, did Amys and relieve you?—They came and relieved me.

And you went to bed?—I went home went to bed.

Did you come on duty the 31st Augu noon?—I came on duty at 12 o'clock; dinner

Did you find some things taken out o "Caxton"?—There was everything in stor cept the "Caxton."

They had all gone to Deal?—Yes.

Did you superintend them?—They snperintended and put into a cart. He took to Deal, and I took charge of the beach.

Did you stay on the beach until eight o'cl —Yes.

Did any boats land during that time?—T were no boats landed, to the best of my k ledge. If there had, I should have know I had no knowledge of any.

Did any luggers put off?—No.

Do you know anything about the "Lou —She was away, but I had nothing to do with

A. Lecluse.

10 April 1867.

g your watch did the "Louisa" come . She came back to the other part of the here Michael Power was; I had nothing ith that.

re was that?—In Kingsdown village.

were at Kingsdown yourself?—Yes; that e the boats were hauled up. They can- l up anywhere else.

and Michael Power were watching at the me?—Yes, different parts.

you at Kingsdown all the time?—About ghbourhood.

ou not see the "Louisa" hauled up?—I

Michael Power?—As far as I know, he

ou know what time she came back?—I notice.

t day?—They were all up the same of the 31st, except the "Caxton" and Mary."

"Mary" was at six o'clock?—Yes; that the morning.

the "Caxton" was out at two o'clock?— in bed at that time; I know nothing about

stayed on duty until eight o'clock that nd went on duty at four o'clock Saturday ng the 1st of September?—That is the lay.

same work you had on the Thursday?— kes that variation; there are five men, and es.

you have the same duty the Saturday as ad on the Thursday?—No; because there five men, it would alter the duty. Unless ng particular took place that I could re- , I could not answer that.

ing the time you were on duty at all, did ee any boat come on shore that was not ed?—Every boat that came on shore was ed.

you prick the ballast?—I had nothing to th searching. Where I was on duty, el Power searched; he searched the rim."

l you saw no boat come back except the ou mention?—No; they said there was g to pay for going.

they say when they were there, there was g worth taking, that somebody else had ?—They said there was nothing worth , there was only wire rope.

tain *Hunter.*] All the rest had gone?— did not leave our place until 12 of the day wreck, and all the boats returned that g, every one in the roads.

The *Inspector.*] Do you remember what time of the night the wind went down; when did it begin to lull?—It was very moderate soon after I went there.

Was it pretty calm from that time until you turned in?—I think it was; I know it was pretty warm walking about, and I was pretty tired.

Could the "Mary" or the "Caxton" have taken a trip out to the ship without your knowing it?—I think it is possible, but I should have seen the men on the beach.

Supposing the men not to have come ashore, might they have gone to the vessel and come back without your knowing it?—I cannot answer that question.

Captain *Hunter.*] Was there time enough for it?—Yes, during the night.

Mr. *Cumberland.*] Was it a fine night; was it moonlight?—I think the moon was near the last quarter.

The *Inspector.*] How far were those boats riding from the shore?—About 50 yards, perhaps.

Mr. *Cumberland.*] Was it a fine light night?—I think it was starlight.

A fine clear night?—I could see anybody moving about.

At the ship?—I cannot answer for that; I could see anybody moving about the neighbourhood.

The *Inspector.*] Could you see whether there were any lights on the ship then?—No; my attention was drawn to what I had to look after.

Your attention was drawn to the two boats?—Or anything along the beach.

You did not patrol the beach?—No; but if I had seen anything, I should have made the alarm; my officer visited me, and if I had seen anything I should have fired a pistol or whistled.

How many yards could you see, because your beat is nearly a mile long?—I might see a quarter of a mile.

Then there were three-fourths of that beat on which anybody might have landed, or done anything?—That was by the boats.

Mr. *Cumberland.*] Might not articles have been landed that night without your knowing it?—Not in the neighbourhood I was.

Might not articles have been landed on different parts of Kingsdown beach that night without your knowing it?—They could not get to the southward, they must come by us, because of the cliffs; there is no passage up.

To the northward?—Then there would be the Walmer coast guard who would have seen them.

[Adjourned till To-morrow morning, at Ten o'clock.

Town Hall, Dover.—11th April 1867.

PROCEEDINGS before *M. Bere*, Esq., Inspector, and Captain *Hunter*, Nautical Asses-
appointed to Inquire into the Circumstances connected with the Wreck of the S
"NORTH."

FIFTH DAY.

MICHAEL POWER, sworn; Examined by the *Inspector*.

M. Power.
11 April 1867.

ARE you a Commissioned Boatman on the Kingsdown Coast-guard Station?—Yes.

How long have you been there?—For four years.

How long have you been in the coast-guard service?—About 18 years and nearly one month since I joined the coast-guard service.

Where have you been the other 14 years?—I have been two years and about three months afloat out of that at the time of the Russian war.

And the other 12 years, where were you?—At different stations.

On this part of the coast?—Yes.

At Walmer?—I have been to Walmer.

And Deal?—No, not Deal.

Dover?—Ramsgate and Epple Bay.

In fact, with the exception of the time you were afloat, all your services as coast-guard man have been on this coast?—Yes.

What time did you go on duty on the 30th August last?—I went on duty at seven o'clock in the morning.

Where did you go to then; what part of the coast?—At the coast-guard station.

And were you there until nine?—I stopped there from seven to nine.

Were you there by yourself?—Yes; I relieved Joseph Ponsford at seven o'clock, while he was getting his breakfast.

Then I believe you went off again at nine o'clock, and came on duty at eight in the evening?—Yes.

You came on duty with Alfred Lecluse?—Yes.

And stayed on duty until four o'clock the next morning?—Stayed on duty until four o'clock the next morning.

Were you from the coast-guard station on the morning of the 30th able to see Kingsdown village, where the boats lie?—Yes; I could see the village.

Did you see any boats put off during that time?—Not during that time.

You did not observe anything between the time you went off and the time you came on?—I merely could see the ship on the Sunday; and see there was a ship there.

Could you see whether there were boats round her then?—Not then.

Do you mean to say there were not boats, or that you could not see them?—If there were boats I could not see them; it was hazy.

At eight o'clock, did you go to the northward or to the south?—To the southward.

Towards the "Hope"?—Further on.

As far as the "Flower Pots"?—Yes.

At nine o'clock were you called by Andi the chief boatman, to help Alfred Lecluse? may be after nine.

Between 9 and 10 o'clock you came to w Alfred Lecluse was at Kingsdown villag Yes.

Did you find the "Earl of Zetland" w shore, and there were three boats, the "M the "Pilgrim," and the "Caxton," at anc —The "Earl of Zetland" was on shore, there were four more boats in the roads.

What were their names?—I could not ex say what their names were while they lie in roads.

Did those four boats all come ashore?—T were two of them came ashore in my time, I was on duty.

What two were those?—They were "Louisa" and the "Pilgrim."

Then, where was the "Mary" and the " ton"?—It appears the "Mary" and the " ton" were there.

What time did the "Louisa" come ashor As near as I can judge, about 11 o'clock the "Louisa" beached.

At night?—Yes.

Did you search her?—Yes.

Did you find anything in her at all?—Not whatever.

Was she a fore-peaked lugger?—Yes.

What time did the "Pilgrim" come on sh —About the same hour.

And did you search her?—I went on b and she hove up as the men were knocke heaving up for the night, and had a look r as well as I could in the dark; I felt and gr about.

You did find something in her?—A l wreckage, and several empty chests and oil and one thing and another.

Did you examine what things were ther No, I could not in the dark, because there a whole lot of gear lying in the boat; you c not get at it; but such of the chests as I c get at I opened the lids of, and put my arm in felt and thrust about.

Was Alfred Lecluse with you at this tim He was on the beach while I was in the boat

How long did you stay by the boats stopped there by the boats I should say between one and two o'clock, as nearly as I judge; I cannot say to a nicety.

M. Power.

11 April 1867.

What sort of weather was it?—Hazy weather; ıer foggy.

Was Alfred Lecluse near you on the beach ıhe time?—Not close by me.

Did he go on his regular beat, or did he stay r you, to take care of the boats?—He was ered by Andrews to remain in sight of the ts.

How far off could you see the boats that night, you think?—I should say I could see a boat ! a mile off.

How far from the shore were the "Mary" and "Caxton" riding?—I should say they were) or 500 yards from the shore.

Why did you not take a lantern and search "Pilgrim"?—We are not allowed lanterns.

Between one and two, what did you do after t?—I was desired by Andrews to go and make ıeeting with the man belonging to the adjoin- ; station.

Which way?—Southward.

Towards St. Margaret's?—Yes.

Did you then go down the southern part of beach, and meet the man at St. Margaret's tion?—Yes.

What time did you get back to the coast-guard tion?—I should say I got back about half- st three, as near as I can recollect.

Then you turned in, I suppose?—No.

What did you do then?—I remained at the ast-guard station until the two men came out relieve the night watchman.

What two were those?—Amys and Pay.

When you left Kingsdown between one and o, did you leave Alfred Lecluse there?—I t Alfred Lecluse in charge of the gear on the Pilgrim," to see that none of it was removed til daylight.

Did you give him instructions what he was to with it?—Yes; Mr. Andrews remained there er me with Lecluse.

Did you prick the ballast of the "Pilgrim" d of the "Louisa"?—I pricked the ballast of e "Louisa," but not of the "Pilgrim."

Had you any reason for pricking the one and t the other?—We never do prick them if they ve any goods in, until that is all clear; and the n who sees the goods out, pricks the ballast.

As far as you know, the ballast of the "Pil- im" was not pricked at all?—Not in my time.

You went off duty when Amys and Pay re- ved you, and came on duty again the 31st ıgust at noon?—Yes.

And the "Caxton" came on shore then?— ıey were heaving the "Caxton" up when I me.

Were you present when the "Caxton" was scharged?—I was on board her.

Do you know what you found in her?—I rdly recollect.

An empty oil can, a tar cask, and a sail?— es.

Do you remember what sail it was?—We ver take any account of what sails they are.

How can you tell whether it was a boat sail or hip's sail?—By the size of it.

If you ask the man "is this a ship's sail," and said it was his own boat sail, are you satisfied? If it was his own boat sail he would not re- rn it.

Supposing he did not return it, and you saw a l in the boat, and you said what is this, and he d, this is the sail of my boat?—We should sily know a ship's sail from a boat sail.

You would?—Yes; by the size of it and the bulk.

Did you prick the ballast of the "Caxton"?—Yes.

And found nothing under that?—Nothing at all; nothing whatever underneath the ballast; the ballast had not been disturbed.

What did you do with the things that the "Caxton" brought on shore?—Put them into a cart.

And took them to Mr. Hight's?—Took them to Deal, to Mr. Hight.

How long were you away?—It may be from two hours to three hours, I will not be certain.

You came back and remained on duty until eight in the evening?—Yes.

Did any boats, as far as you know, between 12 and 8 in the evening leave the shore, or come ashore?—Not to my knowledge.

Did you go on duty again at four o'clock the next morning?—I went on duty again at four o'clock the next morning.

Did you stay at Kingsdown village all the time on the morning of the 1st of September, or did you take your usual walks up and down the beach?—We took our usual walks along the beach to see it was all clear; one time four hours in one place, and four hours the other.

You did not stay at Kingsdown all the time, as you did when on duty before?—No.

Did any boats land or put off during that time?—Not that I am aware of.

Should you have seen them if they had?—I should have seen them, and should have known they were off.

There are 14 large luggers hail from Kingsdown?—About 14.

Do you know whether they were all on shore that day, the 1st September?—I cannot be certain that they were all on shore.

Can you remember whether any particular one was not?—No, I do not remember; there may be one off, because there is generally one off at the time away to the westward.

Mr. *Cumberland.*] You know that at nine o'clock, when you went to the beach, there were these three vessels, the "Caxton," the "Pilgrim," and the "Mary," at anchor off the beach?—I noticed when I went on at eight o'clock.

About eight o'clock, or between eight and nine; what time was it; you ought to know better than I do?—When I went to Kingsdown, when the boats heaved up, it was about 10 o'clock, the time of high water.

Did you not go on duty at eight o'clock on the evening of the 30th August?—I did not; I went southward.

Were you called from there about nine o'clock by the chief boatman?—When Andrews came to me I should say it was nine o'clock, or soon after.

For what purpose did he call you?—To assist Alfred Lecluse in looking after those boats that he expected had gear belonging to the wreck.

At nine o'clock, when you went from the southward for this purpose, did you see the three vessels, the "Mary," the "Pilgrim," and the "Caxton," at anchor in the roads?—I did not take notice of them.

Did you see any boats at anchor in the roads?—I did not take notice, but I was told the "Earl of Zetland" was hove up on the beach.

I want you tell me whether there were any vessels then at anchor in the roads?—That is a

M. Power.
11 April 1867.

question I could not answer, because that part of the beach did not concern me; I did not take notice of it.

Then, for all you know about it, or took occasion to see, there might have been any number of boats lying at anchor off the beach?—Yes, there might.

Can you give any reason why it was that these boats, which appear to have been at anchor in the roads, all about the same time, were beached at such different times?—For instance, as far as the "Pilgrim" and the "Louisa," they could not be beached before; they had not water.

You say that the "Louisa" and the "Pilgrim" were beached at that time?—Yes.

Is there any reason why the other should not be beached at that time also?—I cannot state an reason.

How long did you remain on duty that night —I remained on duty until four o'clock the nex morning.

You said you did not notice any boats come to the beach, or go from the beach during tha period; I ask you might not boats have com to the beach and have gone from the beac during that period, without your seeing them?— Yes; while I was off there they might.

While you went away with these things fro the "Caxton" to the Receiver of Wreck, wh did you leave in charge?—Alfred Lecluse.

Anybody else?—No.

He was the only man?—He was the only ma

JOSEPH PONSFORD, sworn; Examined by the *Inspector.*

J. Ponsford.

How long have you been a Coast-guardsman? —Ten years and nine months.

And always on this part of the coast?—Always at one station.

Always at Kingsdown?—Yes.

And married?—Yes.

Married a Kingsdown lady?—No; west country.

Did you go on duty at four o'clock in the morning of the 30th August?—Yes; I went on duty.

The day the ship was wrecked?—Yes.

And did you stay there until noon?—Yes.

Between 11 and 12 o'clock, did four luggers go away from Kingsdown?—Yes.

Those luggers went away to the wreck?—Yes.

Did any other luggers leave at all?—No; there was one away to the westward.

That was the "Louisa"?—Yes; that was the only one that I can think of that was away at that time.

You did not see them come back?—No.

You came on duty between six and seven the next morning?—Yes.

Who did you relieve?—Pay.

And then he went to Deal?—Yes.

And you stayed till half-past nine?—Yes.

What time did Pay come back?—I do not know.

What time did you go down, on the morning of the 31st?—About seven o'clock it might be, when I was at the station.

Did you find the "Mary," the "Pilgrim," and the "Earl of Zetland" hauled up?—Four, and the "Louisa."

And the "Louisa" still at anchor?—The "Louisa" was still lying off the roads.

Did you find several things were in charge of John Pay?—Yes; belonging to the "Earl of Zetland."

When you relieved Pay where did he go?—To breakfast.

You stayed with the things all the time?—Yes.

He came back at half-past eight?—Yes.

And there was nothing removed all the time you were there?—No; they were in the cart.

He took the cart away, and went to Deal with it?—Yes.

What time did you go off duty?—Half-past nine.

When did you come on duty again?—That night at eight.

And stayed till four the next morning?—Ye

Where did you stay?—South of the station.

From the coast-guard station to the "Hope"?— Yes.

And you did not go up to the boats at all —No.

Who was on duty with you?—That night, d you mean?

Yes?—It must have been Lecluse I expect there were only five of us there.

You were short-handed at the time?—Yes and we changed every night almost; I was re lieving hand.

You kept the southernmost part of the beac all that time?—Yes.

That is not your usual practice?—Sometimes we change over very seldom.

We were told it was the usual practice?—W have done it, but not of late.

One of you begins the southern part, and keep it, and the other keeps the northern part?—Yes when we are short-handed.

From the place you were, could you se whether any boats came in or went out fro Kingsdown village?—Yes; because my be runs up to the station.

When you were down by the "Hope"?—W do not stop at the "Hope;" we only walk back wards and forwards to meet the man, and the draw up to the station.

What man?—The man from St. Margaret's.

You meet below the "Hope"?—Yes; th "Flower Pots."

When at the "Flower Pots," can you see wh is going on at Kingsdown village?—Yes.

So that there was a time when you could n see?—Yes; when we were in St. Margaret's Ba we could not see Kingsdown at all.

Can you see from the "Flower Pots," whe you met the St. Margaret's Bay man, S Margaret's by itself?—No.

Does the St. Margaret's Bay man patrol fro the coast-guard up northward, one man?—Yes.

Only one man?—One man, I believe, from th station up towards us.

So that when you two met, you could not s Kingsdown, and he could not see St. Margaret's —No; there there are points of land that run ou that blind everything.

What sort of weather was it that night?— think it was hazy.

Captain *Hunter.*] Moderate as to wind?—Yes there was sea on; we do not take any notice wit out anything happens during the time; we hav

ut down the state of the weather in the morn- but unless there is anything remarkable we ot put it down.

Ir. *Cumberland.*] You went on duty I believe, ight o'clock, and remained until four the next ning?—Yes.

hat is on the night of Thursday?—No; that the night after the wreck.

he *Inspector.*] You were the first person that the wreck?—No.

Who saw it first?—Lecluse; he had the Kings- n Station and I had the southward; when relieve each other, we generally go round the h, and the man who goes to the Kingsdown remains there; he saw the fishermen gathering round, and he saw the vessel on the sand. *J. Ponsford.* 11 April 1867.

Could you see the vessel on the sand?—Yes; if there is anything to draw our attention to it, we go along the beach; we do not trouble about what is on the sand; but at night if there are any lights from the light ship, we take notice of it; then I go and report it; but in the day we never take notice of anything on the sand.

Mr. *Mercer.*] Did you see any blue lights burnt?—No; I did not come on until four o'clock.

The *Inspector.*] It was beginning to be light then?—Yes, it was beginning to be day.

WILLIAM BARBER, sworn; Examined by the *Inspector.*

RE you a Marine Store Dealer, living in ver?—Yes.

Early in September last, did you sell some vas to Mr. Ashdown, of Buckland Mill?—nt some up.

Look at that canvas, and tell me if that is the vas you sent (*referring to the canvas in rt*)?—I cannot say; I do not know; because etimes I am not at home; that might be, but ave never seen that before.

tell you that was brought by you to Buck- d, or by your man, and was sold to Mr. Ash- n, and given by Mr. Ashdown to the police, being supplied by you?—I never saw it ore.

Have you got your books here?—I have not any books, for everything was sold off under ill of sale.

They did not sell your books?—Yes they did, but one.

Does that contain any account of what you ght in September last?—Yes.

How many persons had you in your employ- nt then?—Five altogether, and a boy.

Were they authorised to buy anything that s brought in?—Two of them used to buy.

What were their names?—One is Branon.

Can you read or write?—No.

There is an entry September the 8th, who de these entries?—My boy.

Your son?—No; sometimes that boy, and etimes my wife.

On the 8th September there is an entry, wt. 1 qr. 9 lbs. of canvas; do you know where u got that from?—Only by the name of the t. *W. Barber.*

Do you remember sending some things to Mr. hdown, about the beginning of September?— s, I sent all I had; I sent all the paper stuff.

Was there a good deal of canvas amongst it?— Yes.

Can you remember where you got that canvas m?—No, I cannot; because we buy canvas l seconds all in together, very often two or ee hundred weight, and sometimes we do not lo the bags at all for paper stuff, unless they good sails.

Those are good sails, are they not?—All the od sails we generally save.

Captain *Hunter.*] Do you mean sails that are for use?—Yes; for stock sails we sell them.

The *Inspector.*] You say you have never seen t canvas before?—Not that I know.

Who took the canvas to Mr. Ashdown?— anon; he worked with the horse.

Was it your own horse and cart?—Yes.

Would he have seen the canvas weighed?— Sometimes he used to, very seldom, because we used to take it up and Mr. Ashdown used to weigh it, and we used to go for the money afterwards.

Used Mr. Ashdown to send a note of what the weight of the canvas was?—We weigh that and seconds together; it is all one price.

Did he send you back a note of what the whole weighed?—Yes; what the whole weighed.

Have you got that note?—No.

Did he send you back money?—Yes; he sent a cheque.

Do you remember what was the amount of the cheque he sent you?—No.

Then you cannot tell us where you got that canvas from at all?—No; I never remember seeing the canvas.

Mr. *Fox.*] Do you remember Mr. Brett seeing you about this canvas, in October?—Mr. Brett the inspector.

Do you remember seeing him?—Yes.

He called on you about some canvas?—Yes.

And did you not tell him you had bought it of a man at Folkestone?—He called at my place and asked where I got the canvas, and I told him I had none in the place; and he went up to Mr. Ashdown and said he found some there, and he asked where I got it; I said I bought some at Folkestone, and other places, but I could not tell whether I bought this at Folkestone.

Did you give the name of any person at Folkestone?—Yes, Austin; but I could not tell whether I bought it of him or not, because I buy the bags, and it all goes, the paper stuff.

The *Inspector.*] You do not buy it loose and open, but you buy a lot of stuff for paper done up in bags?—The other people put it in the bags, and when it comes home we take it to the mill; sometimes we do not unpack it at all.

Without opening the bags at all?—Without opening the bags at all.

Mr. *Fox.*] I think Mr. Brett saw you more than once, did he not?—I think it was twice; once or twice.

The first time that he saw you, did you not tell him you had not bought any canvas?—Yes; and I did not know there was any canvas; we send the seconds and canvas up together; if we buy any small lots we look at them in the store, but when they come in twenty hundreds from one and ten from another, we generally put them away, and send them to the mill; if I bought that myself in the store, I should see it.

On that occasion did you not tell Mr. Brett you had no books?—I do not know; I might say that;

W. Barber.
11 April 1867.

that; I could not say that; I did not put the bills in the books, because we used to put them on the file; I showed him the bills on the file.

Do you say you had no books at that time?—Yes; I had a book but not on that account of what I told him of at Folkestone; that was only a bill.

It was only the second time when he told you he had been to Mr. Ashdown, and found you had sold some canvas to him, that you admitted you had any?—I had not sold any to him when he first came, I had sold it before he first came.

You told him you had none?—I had not in the place; I had not sent it up before, and I would not say that was not the canvas, and I would not say it was.

When Mr. Brett saw you on the first occasion, was not the question put to you whether you purchased any ships' stores?—Yes.

And you denied that you had?—Yes, of course; I had not bought any ships' stores only in sales like that.

The *Inspector.*] Do not you think you can remember where you got that canvas?—No, I do not remember seeing the canvas; everything was sold off a month ago; I had two other books, but they were sold.

Mr. *Cumberland.*] Do not you know you are required by the law to keep books?—I am required to put things down.

How long have you been a marine store dealer?—About two years; I used to have a man to put the things down.

Who has got your books?—I do not know where they are; they were sold.

Who put in the bill of sale?—Mr. Robertson; he sold.

Mr. *Fox.*] Who was the bill of sale creditor?—Mr. George Pressler.

What book did they take possession of of yours?—What was there; they were in the books.

Tell us how many books there were?—There were two; I used to keep them down in the place.

Do you mean to tell the Commissioners that they took those two books of yours, and sold them?—Yes, everything was sold.

Mr. *Cumberland.*] What were the books like?—They were long books; they cost me 2 *s.* each.

How long?—About a foot.

The *Inspector.*] What is the name of the man who kept this?—John Smith.

Did Dowell?—He was in partnership then.

Last September, were you and Dowell in partnership?—No.

When were you in partnership?—About a twelvemonth back.

When did you dissolve partnership then?—About a twelvemonth ago, I think it is.

How long had you been partners together?—Three or four years.

As marine store dealers?—Yes.

You told us you have only been a marine sto dealer two years?—I had nothing to do with th books then at all.

Where does John Smith live?—He lives Charlton.

Is there a street in Charlton with a name it?—Yes.

Then what is the name of the street in whi John Smith lived?—I do not know; I only kno the place.

Do you think you can find John Smith, a bring him here to-morrow morning?—Yes; wh we parted I had one book, and Dowell had th other.

Mr. *Fox.*] I see here, under the date of th 11th of September last, an account, Mr. Barb to Mr. Arnold; what Arnold is that?—I Walmer-road.

And on the 11th of September you boug 1 cwt. 1 qr. of gunny at 2 *s.*?—Yes.

That is carried out 2 *s.* 6 *d.*?—That is on th 11th September 1866.

And you say that is Arnold of the Walme road?—Yes.

What is his Christian name?—James Arnold

Then the 29th October, there is 2 cwt. 1 q and 20 lbs. of copper; was that ship's sheathing —No.

Mr. *Cumberland.*] What sort of copper was it —Such as copper boilers, and things of that kin and old kettles.

Mr. *Fox.*] Are these the metal dealers i London you have been in the habit of dealin with?—Yes.

Cohen and Isaacs?—Yes; I cannot write my self, and so I get the missus to put it down.

The *Inspector.*] Did John Smith write tha book?—I do not know; I do not think he did.

Mr. *Fox.*] Then there is the 15th of Septem ber 1866, this entry, "Green, linen tunics, 31" —That is, soldiers' things.

Blue jackets, 6?—Yes.

Jackets and trowsers, 26?—That is when w send them away.

Blue trowsers, 4; 26th September 1866, blu jackets, 3; trowsers and jackets, 19; then, re tunics, 27; Sapper tunics, 1; who is Green?—At Canterbury.

What is he?—A marine store dealer.

Whereabouts in Canterbury?—King-stree Canterbury.

Do you know his Christian name?—No.

And these are clothes that you sold to Gree on these dates?—Yes; what we buy.

The *Inspector.*] That is all against the Act Parliament?—We buy them in the town, an they bring a pass with them.

[The Inspector and Nautical Assess then proceeded to Deal.]

Town Hall, Dover.—12th April 1867.

OCEEDINGS before *M. Bere*, Esq., Inspector, and Captain *Hunter*, Nautical Assessor, appointed to Inquire into the Circumstances connected with the Wreck of he "NORTH."

SIXTH DAY.

STEPHEN MOCKETT, sworn; Examined by the Inspector.

S. Mockett.

12 April 1867.

HERE do you live?—In Deal parish.
hat part of Deal?—Near the Upper Deal , as it is called.
nd what are you by trade?—A general er.
marine store dealer?—Yes.
ave you a license?—Yes.
o you keep any books?—Yes.
ave you got any books here?—No.
ou can read and write?—I cannot. I can account of anything, but I can only write wn name.
an you write anybody else's name?—No, I ot, because I cannot write my own letters.
ho keeps your books?—My wife.
n the 1st of October last, did you take some to Mr. Phipp's mill, at River?—Yes.
id you get that rope from the rope you got he 1st of October?—I was employed by Mr. er; he asked me to take some old rope.
hat is Thomas Foster?—Yes.
ow long before the 1st of October did he ask to take the rope?—In the week before, about Friday, and I told him I could not go till following week.
o you remember what day the 1st of October on?—I believe it was on the Monday.
nd you saw him on the Friday, which was 28th of September?—Yes.
id he tell you anything about where the rope ?—At his store. I took some there, and I some up at Mr. Riley's; that is where I hed my load.
id Mr. Foster tell you to take it up from y's?—That is where I was ordered to go.
id Mr. Foster order you to go there when you him on the Friday?—Yes.
id he mention what quantity of rope there for you to take?—No.
id he say anything about where the rope e from?—No.
id you ask him?—No.
t was not your business?—It was not my busi- ; I was only employed.
n the Monday, did you go first to Foster's rst to Riley's?—Mr. Foster's store.
nd did you get some rope there?—Yes.
What quantity of rope; I do not want it accu- ly, but what quantity do you suppose you got Foster?—I think it was the biggest part of load.
hen did you go to Riley's; you got some more e?—I finished my load.
as it a waggon or a cart?—A horse and gon.
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Was it a full load for a horse?—Yes; I had 30 cwt.

Mr. *Cumberland.*] And only had one horse?—Yes; I will not be sure.

Are you sure you only had one horse?—We helped one another up the hill.

Who helped you to load the rope?—May, who went with me.

Who is May, is he in Foster's employment?—Yes.

Did Riley help you, too?—No; Riley was not there; he did not come to River with me; Foster did.

Did Riley help you to load at Deal?—Yes, he was one.

Riley and May and yourself loaded the cart?—Yes.

Was there anybody else?—There was another man, but I do not know his name.

Did they help you to load at Riley's and Foster's, too?—Yes.

Which way did you go from Deal to River?—Went through Mongcham, and passed Sutton, right through the country.

By cross roads?—Yes.

How far is it from Deal to River?—I could not tell exactly; I believe it to be the nearest road.

How far is the nearest road?—I should say, within a little of what I know, about eight miles and a half.

What time did you start from Deal?—Nine o'clock, I think.

In the morning?—Yes; between nine and ten.

And was the loading done openly in the street, or did you go into the yard, and get it there?—It was broad daylight.

Was the cart taken into the yard, or was it loaded out in the street?—It was open for anyone to see.

Was it a covered waggon, with a tarpaulin over it?—No.

Quite open?—Yes, quite open.

What time did you get to River?—I should think between one and two; it might be one; I cannot say exactly.

Was it River or Crabble you went to?—Crabble.

Did you see Payne at Crabble Mill?—Mr. Payne was at Crabble Mill.

And did you hand over to him your load; was the load taken out of your cart and put into the stores at Crabble?—Yes. Mr. Foster was there. I only had just to unload my load, and to lend a hand.

S. Mockett.

12 April 1867.

Did you receive a note from Mr. Payne as to what you had delivered?—I did not.

Did you see one handed to anybody?—No.

Had Foster gone with you, or did he come after you?—He came down with us.

Walking all the way?—Sometimes he rode, and sometimes he walked.

Then you went back to Deal that night?—I went back home.

Did you take some more rope the next morning?—Yes.

Did you get that from Foster?—Yes.

Did you take that to River or to Crabble?—To Crabble.

And gave it to Mr. Payne?—Yes.

Did May go with you again?—May went with me again.

Did Foster go with you?—Not that day.

Who got the note of the weight from Payne, you or May?—I brought the account; I think I brought it to Mr. Foster.

Do you remember how much it was?—No.

The next day did you take some more rope to River?—Yes.

Where did you get that from, from Riley and from Foster?—Yes.

Did you take some canvas, too, with the rope?—Part of my load was canvas.

Did you take all to Crabble, or did you take the canvas up to River?—The canvas went to River.

Did you take that?—Yes.

And the canvas was handed over to Mr. Gould, was it not?—Yes.

Did Foster go with you that day?—No.

Who had the tickets of weight?—I gave account of what I delivered.

And did Payne give you a note of the weight?—Mr. Gould.

And did May go with you, and did he get a note of what he delivered, as far as you know?—As far as I know.

Do you work as a carrier between Deal and Dover regularly?—No; just help to fill up the time, if I am not busy. I lend a hand to assist anyone.

About the beginning of September last, did you buy any rope or canvas?—No.

None at all?—None at all. I do not get any rope. I live out of the town.

Did you get any metal?—None at all.

What did you buy, about the beginning of September, was it rags and bones?—Rags and bones is the chief thing that I buy.

Did you see the police the first day you were at Crabble, the 1st of October?—Yes.

Did you hear any conversation between them and Foster?—I do not know what was passing; I am sure there was something.

Did you understand, from what you heard, that there was a question as to whether the rope that you brought was not stolen rope?—I could not say it was stolen rope.

Was it rope that the police thought ought not to have come in your waggon, or that Foster ought not to have sold?—I cannot say.

Did you not think there was something suspicious about the rope when you found the police interfering about it?—I could not say anything. I had nothing to do with that; no one had told me it was stolen goods.

You could form your own opinion?—You might have some idea of what you saw.

What idea had you about it when you found the police were interfering in the matter?—P... haps there was something wrong, but it was ... unknown to me; I was not aware there was a... thing wrong at all.

When Foster spoke to you on the Friday ... the week before, did he tell you you were to t... more than one load to the paper mill, or ... one?—He said there would be some rope to ... to Crabble.

Did you understand from him it was more th... you could take at one time?—No, I did n... he did not say he should want to go more th... that once.

Did Foster go before with you, on the ... of October?—No.

Do you know how he got back?—No.

Who gave you the orders to go with t... rope the next day, the 2nd?—He did, t... same day.

As you were going, or when you were ... the mill?—He said he should want me to t... another load the next day.

When you went to take up the rope, on ... 2nd of October, did you see Foster?—Fos... was there.

Did you say anything to Foster about ... police having interfered the day before, and ... him anything about the rope that you w... then going to take?—Yes, I did, of course.

What did you say to him?—He says, "Th... is nothing wrong; you go on with another loa...

Did you ask him any more questions ab... it?—No.

Did you not say, "If there is nothing wro... why did the police interfere?"—I do not kno... it did not disturb me.

You were so satisfied with Foster's assuran... that you thought it was all right?—Yes. ... was my employer, and it was in the middle ... the day.

You thought there was nothing wrong in ... I did, actually; and I did not know there ... anything wrong in it.

Do you know now that there was anyth... wrong?—No, I do not know that. I co... not swear there was anything wrong, and I h... there is nothing wrong.

Mr. *Cumberland.*] What did Foster pay ... in respect to the first day; was there any ag... ment as to the amount you should be paid ... conveying these goods?—Ten shillings a loa...

Is that the usual price?—That is the us... price, I believe, which he gives.

Was that amount paid to you on the next ... or more?—I did not rightly understand t... I thought the more you took the more you p... but he said he paid so much a load. I ... never done anything for him before, nor ... since.

You have not answered my question; I w... to know what amount was paid to you on ... second occasion, when you took a load of ... to River for Foster?—We had 10*s.* a day ... believe.

Were you paid the same on each occasion ... Yes; for a light load as well as a heavy ...

Do you mean to say you took a light l... the second time?—The last load was a h... load; it was not a ton.

And on each occasion you were not paid m... than 10*s.*?—No, I was not.

Did the police make any application to ... upon the subject; did they speak to you at ... —Yes.

Where

here?—In front of Mr. Phipps's house, in road.

nd what did they say to you?—I beg your ..n. I was stopping to have a drop of beer ublic-house, and he came there to me and d me if I took a load of rope to Crabble. I him "Yes;" and he wanted to know who loyed me. I told him "Foster;" and he ed to know what quantity. I told him I ot know; and no more I did not.

as that all?—What might be said I am I cannot recollect. He wanted to know re I took it from; whether I knew there was hing wrong about it; and I told him "No."

nd did you communicate that to Foster?— I have done that. I had not known there anything wrong about it.

hen did you tell Foster what the police said ou?—The next day morning.

t Deal?—Yes.

nd what did Foster say to you?—He said, shall want you to go again." He told me day he should want me to go again, and I t down for a load.

hat did he say the next morning?—He ed me up; he loaded my van.

fter that, were you employed by Foster again ake rope or canvas to River, or anywhere?—, to finish the quantity he had got.

hen did you take the next load?—It inled part of my load to Crabble, and part of load to River Mill.

hen was that?—That was the 3rd of October hen you went on three separate days?—Yes.

o you go again after that at all; were you loyed again by Foster?—No.

nd you have not been employed since?—No.

he *Inspector.*] Do you think you would know of the ropes you brought?—No; I could not anything to the rope.

ook at that rope on the floor; have you ever n anything like that before?—I could not say thing to it; I did not take that notice whe- part of my load was like that; it was rope.

hat is all you can tell?—Yes.

ould you tell whether it was rope in large es or short pieces?—Various lengths.

Ir. *Cumberland.*] Were there any coils of e?—Yes, there was some coiled up, a little it was short pieces; I did not see any very pieces.

he *Inspector.*] Did you see it uncoiled at bble or River?—No.

o you know what quantity of canvass you ght to River?—No, I cannot say, for I did keep any account; I took the account to Mr. ter.

Ir. *Fox.*] On the 1st of October, when you e at Crabble, there you saw the police, I be- e?—Yes.

nd was it not then that Mr. Foster told you o on to the Mill at River, and wait for him? hat is true.

nd you waited for him sometime, and he did appear?—No.

nd you had to go home without him?—I t home without him; I did not know what business was, I am sure.

hat state was this rope in when you took it n these stores, and delivered it at Crabble; it wet or dry?—I think my load was very

ll of it?—I could not say, I did not take that ns; I cannot say.

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You saw the police at River, did you not, after you had seen them at Crabble?—I did not see them at Crabble at all. *S. Mockett.* 12 April 1867.

You saw them at River?—Yes.

And they told you Foster was not coming up to River?—No, they did not tell me Foster was not coming; I waited a little time as I was expecting him to come, because we came together, and I did not know anything different but what we were going home together.

What part of Deal is this store of Riley's?—The north end of Deal.

And where was Foster's store that you took the rope from?—That is north end on the beach side, down by the beach.

Are there any other buildings near it?—Yes, there are some other buildings adjoining.

What buildings?—There is a house close by; a public-house, I believe.

Is there any brewery there?—No, not near Foster's.

Is not Foster's behind Mr. Hight's brewery, or Riley's stores?—Riley's.

Was it Riley's?—So far as I know, where I took part of my load up, was the back part of the brewhouse.

You say that is Riley's?—Yes, as far as I know; I cannot say that is where I took my rope up; I call it Riley's store, because I did not know any better.

Mr. *Mercer.*] Do you know how many miles it is by the turnpike road to River?—It is called nine miles.

Do you know how many miles it is to Dover?—Nine miles.

And how many from Dover to River?—A mile and a-half, I should think.

That would be 10 miles and a-half?—I should think so.

And across the country you say is eight miles and a-half?—Yes; as near as I can tell you; I have not measured it, but that is as near as I can get at it.

By going across the country you save Dover Castle hill?—Yes, it is an easier road.

And you save two turnpikes, one at Walmer, and one at the top of Dover Castle hill?—We save one.

You have to pay one, and do not have to pay two?—We should have to pay three if we went the Deal road.

And one across the country?—One.

Then you save two turnpikes, and a mile or two in distance?—Yes.

You did not go across the country for concealment?—No.

Until the police spoke to you, you had no suspicion of anything wrong?—Not the least of it.

The fact of the policeman speaking to you made you think there was something wrong?—I could not tell.

When the police do speak there is something serious?—Of course there is.

You say you were paid 10*s.* a load?—Yes; sometimes they call at my place and ask if I have got something wrong, so-and-so has been lost, and they give us a caution about it, and ask whether we bought anything of the kind, and if we have, to stop it.

You are paid so much a load for carrying this?—Yes.

And you take as much as a load would carry?—Yes, and whether you take much or little, you are paid 10*s.*

S. Mockett.

12 April 1867.

Mr. *Cumberland.*] Have you had any conversation with anybody with reference to the evidence you were to give to-day?—No; I have seen no one.

The *Inspector.*] Had May got two horses or only one for his waggon; you took one horse at the bottom of the hill, and helped one up, then put the two horses together to help other up?—Yes.

What hill is that?—Sutton Hill.

ANGUS MCLEAN, sworn; Examined by the *Inspector.*

A. McLean.

WHERE are you living now?—At Paisley.

And were you on board the ship "North" when she was wrecked on the 30th August last?—Yes.

Had you started in her from Liverpool in 1865?—Yes.

You were the carpenter?—Yes, I was carpenter.

Were you the only carpenter on board?—I had a mate with me.

What was his name?—George Morris.

Can you tell us at all, or describe the cabins in the ship?—Yes.

How many cabins were there to begin with?—Is it how many apartments there were in the cabin?

Begin with the poop?—As you enter the cabin, that is off the main deck, first, was the mate's room.

Captain *Hunter.*] Which side was that?—That was the port side, the second mate's room, next was the mate's, and next was the steward's.

Are you speaking of the port side altogether?—I am speaking of the port side, going right aft; next was the mate's room, the second mate's, and then the steward and the third mate's; next was only a lock-up, where I kept things; and the next was where the third mate kept part of his stores, and then there was the after cabin.

The *Inspector.*] That is where the captain was?—No; the captain was the starboard side.

What was there on the starboard side?—Of course there is an after cabin in the starboard side, where the captain stopped, and the next was a store the third mate had again, that is going forward from aft.

The Witness marked the position of the cabins on a sheet of paper.

Was the after cabin divided into two right aft?—I forget whether there was a bulkhead across there, as far as I can remember there was a bulkhead fore and aft.

Were there doors at each of these?—Yes, a door at each of them.

Can you remember what the fastenings of those doors were?—Yes, well.

Tell us what they were; was each door fastened in the same way?—Yes.

Tell us how they were fastened?—Do you mean the locks and hinges?

Locks, hinges, and bolts, what were they of?—There were, I dare say, about five or six brass hinges on the doors.

That is two on each door?—That is two on each door; and there were brass locks to the whole of the doors.

Were there any shut-to bolts?—There are these brass hooks.

At each door?—Yes.

How many brass hooks at each door?—One on each door.

Were there two doors in the cabin?—Yes, one at each side; one the port side, one the starboard side.

How was the pantry furnished?—There a door into the cabin from the starboard s looking into the pantry, and there is a door f the passage up out into the fore cabin.

Had both those doors the same brass hin locks, and hooks, you have spoken of?—I co not say for the pantry door.

Inside the pantry, what metal was there; w there brass hooks about the pantry?—Ye good many.

Can you tell to about half-a-dozen how m there were?—I could not be certain; I supp perhaps, there would be a couple of dozen three dozen there.

Was there any other metal work about pantry?—No, not that I remember of just no

Under these cabins the men slept, in the f castle, I suppose?—Yes; except the tradesm and apprentices, who slept aft.

Where did you sleep?—In the fore cab there was a space left between the fore cabin us.

Captain *Hunter.*] In the fore part of the po —I will mark that; that is only the part for captain and officers; the poop extended aw and that is where we slept, on the starboard s and it was a place for keeping any lumber of sort. (*The Witness described it.*)

The *Inspector.*] How many cabins were th on the starboard side, before the captain's acc modation; who were the other tradesmen bes you?—The joiner, the sail-maker, and four prentices, who slept in the same apartment.

Captain *Hunter.*] About eight of you?—Y

The *Inspector.*] In one cabin?—Yes.

Was there one door to that?—One doo that only, and the sail locker was there.

That was the sail cabin?—Yes.

And the spare sails were kept there?—Y and there was a door into the sail locker.

Are you sure that was the place where sails were kept?—Yes.

Because we have heard from the captain t were kept down below.—In the 'tween decks

Yes?—No, they were not; I have never s them there, as far as I can remember; I ne remember seeing a whole sail there; there m be a piece of a sail there.

Captain *Hunter.*] In the 'tween decks?—Y I never saw a sail put down there.

All the sails that were good for anyth were kept in the poop?—Yes, abaft where lived; between us and the captain's dressing ro

Mr. *Cumberland.*] What was the size of sail locker?—It would run about 15 feet w as far as I can remember, 15 feet athwart shi

Captain *Hunter.*] And how much fore aft?—It would run fully that fore and aft.

You are quite clear about that?—Quite cle

The *Inspector.*] Did all the rest of the live in the forecastle?—Yes.

Did they all live together there?—Yes, t all lived in the forecastle.

Captain *Hunter.*] I want to know what c sions had the fore part of the poop where liv

; had you half the breadth of the ship?—
we had not half the breadth of the ship.
as there a passage between?—There was a
head fore and aft.
hat was there the other side?—In the fore
the sailmaker used to work in bad weather,
ep any rubbish.
erely a sort of awning place, where you could
out of the rain?—Yes.
ad she been newly coppered when you went
hat voyage?—Yes; she was newly cop-
d.
he *Inspector.*] When did you join her?—I
on board three weeks before she sailed.
o you know how far up she was coppered;
hat mark?—I could not say; she was cop-
d up 18 or 19 feet.
aptain *Hunter.*] Were you on board when
was coppered?—I was on board when the
er was put on.
ou joined the ship some time before she
d?—A fortnight or three weeks.
he *Inspector.*] Did you help to put the cop-
on yourself?—No.
ou saw it put on?—Yes.
ou cannot say how high it was?—I cannot

aptain *Hunter.*] You think 18 or 19 feet?—
ight be more than that; I could not say for
ain, but it was that at least.
ou did not look particularly?—No.
Vas she coppered as high aft as forward?—
uld not say; I never paid attention to that.
he *Inspector.*] Can you tell how much the
er weighed per sheet?—No.
aptain *Hunter.*] You could not say whether
r 24 oz. copper?—I could not tell.
id you not see the sheets marked?—They are
erally marked with a piece of chalk?—I never
much attention to that, I was busy on the
.
he *Inspector.*] When you went on board at
erpool, what did you take with you; as your
personal goods, did you take a carpenter's
t?—Yes, I did.
nd was it fitted up with all the necessary
s?—Yes, and joiner's tools too.
What was the value of that?—To buy them
, they would be worth over 20 *l.*, because the
t I took down to my ship, when I joined her,
I was carrying more than the chest would
.
ad you more than one chest?—I had two
sts.
ou had a chest for your clothes?—I made a
t for my clothes in Bassein.
hat is where you got your cargo of rice?—
.
What clothes had you got at Bassein when you
?—I had got a trifle, there was not much; a
of trousers and a pair of drawers, and such
as that.
nd a blue jacket?—I did not get a blue
et; I had one.
What clothes had you when you left Bassein,
our chest?—That is more than I could tell;
est almost full of clothes and other things.
What other things had you besides?—I had
walking sticks I bought, and such like as
, rather curious things.
id you buy any clothes at Queenstown?—
I bought no clothes at Queenstown.
ad you bought any new clothes between the
you started on your voyage and the time
89.

the ship struck?—Very little; I bought very little the whole time except what I bought in Bassein, that was all. *A. McLean.* 12 April 1867.

And you bought very little in Bassein?—Very little, because I did not want them.

Can you give us an idea what clothes you started with?—Do you want me to mention them?

How many pair of trowsers, coats, and so on, when you started from Liverpool?—I had five coats of one sort and another, light and heavy.

For all sorts of climates?—Yes; and I had I could not say how many pairs of trowsers.

Three or four?—I might say four or five; and as for shirts, I think I had nine shirts.

Flannel and linen?—Different sorts, linen and flannel; they were mixed.

Any books?—Yes, I had 16 numbers of "The Popular Cyclopædia."

Any boots and shoes?—Yes; I had three pairs of boots, and no shoes.

Any stockings or socks?—I daresay I might have seven or eight pairs of stockings and socks.

Any blankets?—Yes, one blanket.

Captain *Hunter.*] And a counterpane?—Yes.

A rug?—One rug.

And a bed, of course?—Yes.

The *Inspector.*] An 18 months' voyage, I suppose, had not improved the clothes; they were not in as good a state as when you left Liverpool?—No, not likely; it was a 15 months' voyage.

It must have been 21 months?—No.

When did you leave Liverpool?—I left Liverpool in July; she had only two cargoes.

You said you joined the ship at Liverpool in November, 1865?—We sailed in June.

Mr. *Mercer.*] What year?—This is 1867; it was a twelvemonth last July.

The *Inspector.*] Was there anything particular about the chest in which you kept your clothes by which you should know it again?—There was.

Is it painted inside?—No, it is not painted; it is a teak-wood chest.

Have you seen all the chests in the receiver's store at Deal?—Yes.

Is your clothes-chest among them?—No.

Is your tool-chest among them?—It was there the other time when I saw them.

At the time the vessel struck, the morning of the 30th August, can you tell us what quantity of clothes you had in your chest?—I could not, because my clothes were hanging up in the bunk, and such like as that.

Did you put any of the clothes into your chest?—When?

After she struck?—No, I put nothing in after she struck.

What clothes did you take away with you when you left the ship?—I took away two jackets with me, and one pair of trowsers, along with the pair I had; I took two pair of boots with me and one pair of shoes that I bought in Bassein.

Were you wearing the boots or the shoes when you went away?—I was wearing the boots.

Mr. *Mercer.*] Two pair of boots and a pair of shoes you brought with you?—I took three pair of boots with me in the "North."

The *Inspector.*] Did you leave one pair behind?—Yes.

Where did you leave your chest in which your clothes were; in your cabin?—Yes.

Where was your tool-chest?—In the house on deck where I work.

A. McLean.

12 April 1867.

Were either your clothes-chest or your tool-chest locked?—My tool-chest was one of the spring-locks, and the key was in my clothes-chest; both keys were left in the clothes-chest.

Was your tool-chest fastened then?—Yes.

Did you take any of your tools with you when you left the boat?—I took three saws and a chisel to work in the boat.

Did you take anything else besides the clothes you have mentioned, the saws and chisels, with you?—Yes.

What did you take?—I took a box with somewhere about 60 or 70 ostrich feathers, and I had a small box at Point de Galle.

What sort of box was that?—One of those tortoiseshell boxes.

A small box?—Yes.

One you could put in your pocket?—No; ten inches by seven, or so.

You say the joiner, the boatswain, and the four apprentices were in the same cabin with you?—Yes.

Captain *Hunter.*] You said eight altogether?—Yes.

The *Inspector.*] Had you an opportunity of seeing, during the voyage, what clothes they had?—Yes.

As far as you can judge, were they pretty well off in clothes, or were their clothes pretty well worn out?—The boatswain was pretty well off for clothes; he took none out with him; and as for the joiner, he had very little worth anything, except one suit he bought in Queenstown, and he took that with him.

Mr. *Mercer.*] That was the suit he bought in Queenstown?—Yes; he took them with him; they were tied up in a handkerchief.

The *Inspector.*] The apprentices had not very much?—No, they had not much, except one.

What was his name, do you remember?—I forget his name; he belonged to Dublin.

How many of those men had bought things at Queenstown, as far as you know?—Those in the house?

Those in your cabin?—As far as I can remember, the joiner was the only one who bought anything in the house.

Where had the boatswain got his things?—He got them at Liverpool before he left, and he bought a good deal in Bassein. He had the making of two pair of trowsers in his chest when he left the ship, of a sort of black cloth that he bought in Bassein.

Captain *Hunter.*] Woollen cloth?—It was common black cloth.

The *Inspector.*] Were there clothes hanging about in the bunks much in the same way at the time you struck?—Yes.

Can you say of your own knowledge what things they took with them, or any one of them; you say the joiner took the clothes he bought at Queenstown, and the suit he stood up in, and he had not much else to take?—Yes.

Had he a chest of tools?—He had a chest of tools.

Did he take that with him?—No.

The boatswain; did you see what he took away with him?—Nothing but what he stood in; it was his working-day.

Can you tell what quantity of clothes he left behind him in his chest?—I could not name them; I know he had a good chest of clothes.

The material for trowsers of which you have spoken, was that left in his chest?—Yes.

Can you say whether his chest was locke not?—It was a trunk that he had; it was seldom that I saw him lock it.

Did you see that trunk at the receiver's?—I not remember it.

Should you know it again if you saw it? should.

What sort of trunk was it?—It was an trunk; one of those American trunks.

Was it leather?—Striped, with leather side.

Wood and brass nails?—Iron rivets.

Which boat did you go in?—The last b with the captain.

How many of you went away?—Sixteen o altogether.

Did the boatswain go with you?—Yes.

And the joiner?—The joiner was in the boat.

What things, as far as you observed, w taken away with him by the man who went the boat with you; in the first place, did an them save their chests?—None that I know o

Were there any chests in the boat at all In neither boat.

Did any of the men take away things in t handkerchiefs?—Some of them did, and some not.

Can you tell how many of them did?—W I think there were 14 in the first boat, and I not think half a dozen of them had anything cept what they stood in; and the mate, and second mate, and the third mate was in that.

Did you see whether the mate, the sec mate, and the third mate had anything w them?—The mate had nothing, I know.

Had the second or third mate?—I could say for sure as to them, but I know the mate nothing.

Can you tell whether the mate, or the sec mate, or third mate had bought anything Queenstown?—Any clothes?

Yes, any clothes?—Yes; the mate got t pair of trowsers, as far as I can remember.

Cloth trowsers?—Tweed trowsers; and second mate had got a pair of boots. I co not say whether he had any clothes or not.

Do you know whether any of the foreca men had bought anything at Queenstown? Yes, they most all bought things; some of th went as high as 12 *l.* or 14 *l.* in boots and cloth

Do you know who they were who spent much as that?—There was one, I daresay spent 7 *l.* or 8 *l.*; and there is one Dale; a tall fellow, I cannot remember his name, I kn he had a great deal too; but I think he sa some of his, because he was in the boat with

Did Dale go in the boat with you?—Yes.

Did he save anything?—He saved what he from Queenstown.

And did the tall man save what he got Queenstown?—I could not say whether he sa the whole of it or not, but I think he saved so of it.

What did the captain take with him?—T captain took nothing but what he stood in, cept his watch; I think he had that with hi but I could not say for sure.

What time did you leave the ship?—Son where about two o'clock.

Two o'clock in the morning?—Yes.

How long was it after she struck?—It mig be an hour.

Was she making water fast then?—Maki wate

; her planks were opened up before we
ier, and the water was washing across the

rward or aft were the planks opened up?—
not much aft; as far as I could see, she
pened up fore and aft; that is, the butt
she went down forward and aft.
s her back broken?—Yes, I think so.
you tell us at all where it was; was it
n just forward of the main rigging, or was
ken abaft the main rigging?—I could
y; I was aboard of her afterwards, and I
not see.
u left in the pilot boat, I think, or in the
at?—No; the boat I was in was picked up
e Texel pilot boat.
t you left in your own lifeboat?—Yes.
d was picked up by the Texel pilot boat
rought into Dover?—Yes.
hat time did you get into Dover?—I forget;
nk we were picked up somewhere about 9
o'clock; it might be 9 o'clock, but I cannot
or certain.
d you go out to the "North" that day?—No.
u stayed at Dover that night, the Thursday
?—Yes.
d did you go off to the "North" the next
—I do not think it was the next day.
e Friday, was it?—I either went on the
y or the Saturday.
d you go in the harbour tug?—I went in a
boat.
at went from the harbour?—Yes.
d you go with the harbour master, Mr. Iron?
do not know whether it was the harbour
er or not.
you know Captain Russell?—Yes; that
he man I went off with.
d you go with him from Dover?—Yes.
as that early in the morning you went, or
e afternoon?—I think it was in the middle
e day; I could not say exactly.
ter dinner, was it not?—I do not remember
her it was.
hen you got to the "North," did you go on
l her?—Yes.
d you go and look for your chest?—Yes.
d you find your chest was gone?—Yes, I
l it was gone.
ere they both gone; both the clothes chest
he other?—Yes.
ere all the chests gone out of the cabin?—
there were some of the chests there; some of
that were not worth anything.
you know whether many of the chests
painted inside?—I could not say; they
, some of them, but I could not say how
.
hen you went on board, and went down into
oop, did you see the doors of the cabins?—

hat state did they appear to be in, as far as
locks and hinges were concerned?—It ap-
ed as if some person had taken an axe and
hed them off.
ere all the hinges and locks gone?—I could
ay whether they were all gone.
ere they most of them gone?—I did not
ine the whole of them, but I think they
have all gone.
u went into your cabin?—Yes.
d you find any of your clothes there?—
e old things, not worth picking up; a stock-
something like that.

Were there any trowsers there?—No, none belonging to me; there were some old ones. *A. McLean.*

Any jackets?—I could not say; I did not examine them. 12 April 1867.

Captain *Hunter.*] Was there anything at all there that was worth saving; any clothes that were good for anything?—No, I saw none.

The *Inspector.*] When you went out, could you see how much of the copper had been stripped off the ship?—No, the tide was pretty high when I went out.

Did you see what state the sails and the running rigging was in?—Yes.

Tell us what that was; were there any sails still bent?—I think there were some bent, but I did not notice; the mainsail had pieces cut off.

Was the main-top-mast gone then?—The main-top-mast was gone then; it was the main-top-mast that was carried away.

Was the main-top-mast gone, and was part of the standing rigging, by which that was kept up, over on the starboard side?—I could not tell you how that was; I do not remember.

Captain *Hunter.*] Was the main-top-mast hanging over the side?—I could not say; the main-top-sail-yard was lying across the ship, and the main-top gallant-yard.

It was all about her somehow?—Yes.

The *Inspector.*] The running rigging, was that gone?—The running gear, do you mean?

Yes?—As far as I can remember, it was all gone; as far as people could get at it.

Could you see whether the mizen-royals were still bent, or any of them left?—I think the mizen-royals were bent, but I could not say for certain; I should not pay much attention to that; I was looking after my own things; I noticed the mainsail especially.

Captain *Hunter.*] It had pieces cut out of it?—It was not bent at all; it was cut to get it off quickly.

The *Inspector.*] How long did you stay on board?—I daresay I stayed two hours; I could not get off.

Did you go back to Dover?—I came back to Dover.

Captain *Hunter.*] In a lugger?—Yes.

The *Inspector.*] To Dover or to Deal?—To Dover.

Do you know who it was you came back with?—I do not know the boat's name; I should know the man if I saw him again.

What had she got on board of her when you came back?—I think she had got some things belonging to the "North;" I think she had got some grating from the ship.

Was she not a smack called the "Gipsy Queen?"—I think it was the "Gipsy Queen."

And did you not come back with a man called William Henry Cullen?—I could not say.

Captain *Hunter.*] Did you caulk the ship while you were out?—I got carpenters to caulk her in Moulmein.

Did you not keep some supervision over them while caulking?—Yes.

It is rather singular you did not know how low she was caulked?—I knew at the time, but I have forgotten; I do not remember.

We want to know how high the ship was coppered, and that is a thing that ought to come under your knowledge?—I do not remember.

Did you see any of the other sails besides the mainsail, to see how they were, whether they were fast to the yards or in pieces?—I could

A. McLean. 12 April 1867.

not say that; I think there were a good many that way; I could not say for certain. I know there were some of them still bent; there was the mizen-royal when I went on board the following day.

When you went aboard afterwards?—I was only once aboard after the ship was lost.

When you went ashore, what canvas was set on the ship?—I could not say, because I was in my bed.

You had been up before that; you keep watch?—No, I keep no watch.

You are in all night?—Yes.

Was it blowing hard?—Yes, it was blowing pretty hard.

Had you your main-top-gallant-sail set?—I could not say whether it was set or not.

The fore one, and all the royals were furled?—Yes.

When you left her, were any of the sails clewed up, or did you leave them as they were?—Yes.

Mr. *Mercer.*] You had your top-sails set?—Yes.

Had your ship double top-sails?—No, single.

Captain *Hunter.*] Are you not mistaken in that; think of that, whether she had not double top-sail yards?—No, she had single top-sail yards.

The top-sails were all in one, do you say?—Yes.

Think over that again, because the top-sails are here, some of them?—No, there were not double top-sail yards; she had single top-sail yards.

It is singular you have two top-sails ashore here?—The ship had three top-sails.

Upper and lower?—She had three top-sails, but she had not one above the other; she was not a double top-sail-yard ship.

You are quite certain she was a single top-sail-yard ship?—Yes.

The *Inspector.*] Do you know what suit of sails she had bent at the time she struck, whether it was your best suit or the other?—I could not say for certain; but it is most likely it would be the best coming into the Channel.

Should you know yourself any of the rope or the canvas belonging to her?—I would not know them except I see them stamped with the ship's name upon them; without that I could not tell.

What colour was the ship painted?—It was painted dark green.

Had they been painting any of the blocks while you were out?—Yes; we painted them lead colour while we were out.

Any other colour?—I do not know any.

Had any drab paint been used?—Outside?

Inside?—She was stone colour inside.

Look at that block-strop down there, was the stone colour painted over the green?—She was painted green when I went in her, but coming home we painted her that stone colour.

Look at that block-strop?—That is the colour she was painted.

Have you any doubt that that block stop came from the "North"?—I think so; I could not tell it for certain; the ship was painted green outside; the bulwarks, when I went aboard, were painted green, and the panels were white, and they altered the colour on the passage home.

Can you tell any thing about the canvas?—I do not know the canvas at all.

Do you see those gasketts there; can you tell us anything about them?—I had the gas[illegible] like them, but I could not say anything more

Captain *Hunter.*] They were gasketts of description?—Yes.

Mr. *Cumberland.*] The ship left Liverpool 27th June, 1865?—Yes.

The *Inspector.*] Stephen Graham was the boatswain; was that his name?—Yes.

And William Woods was the sail-maker Yes.

George Morris, joiner?—Yes.

Edwin Shillibeer, steward?—Yes.

Should you remember the name of the man if I read them over to you?—Yes.

Francis Lark?—Yes, that is the tall man.

Can you remember the name of the appren who was at Dublin?—Yes.

James Griffiths?—He was third mate; Tho son was the boy's name.

He came from Dublin?—Yes, or somewh near Dublin.

When you got to the ship, Friday, the August, how many men did you find on boa were there 20, 30, 40, or what?—I dare there would be 20, at least.

How many boats were there round the sh —I think there were four or five not fixed her.

What sort of boats were they; were they gers?—Yes.

Half deck luggers?—The "Gipsy Queen there were two or three in that; and there one of these luggers alongside too, but I th she was towed out by the steamboat.

When you went into the boat did you anybody with bags besides their handkerch and chests?—Yes, two or three had bags in last boat I was in.

Did any in the first?—I saw no bags in first boat.

Do you know who they were who had b in your boat?—Bridson had a bag, and Lark a bag, and Dale had a bag. I think Bridson a bag; I could not say as to any others. I c say half a dozen had bags in the boat, or more

Can you tell me who were in the boat w you if I read the names over to you?—I co tell some of them.

There was yourself and the captain?—Yes Stephen Graham, the boatswain?—Yes.

William Woods?—Yes, he was with me.

George Morris?—Yes, he was in the boat.

Michael King?—I could not say; I think was in the first boat.

Edwin Shillibeer?—He was in our boat.

Henry Jackson?—I think he was in our b

John Smith?—He was in the first boat.

Isaac Wilson?—He was a seaman, ship abroad?—I do not think we shipped any sea abroad.

Mr. *Cumberland.*] Do you recollect his dy or leaving the ship?—There was none of t name aboard when I was aboard of her; th were two men joined the ship at Liverpool, ran away before she sailed.

Patrick Macnamara?—He was in the boa was in.

Marco Viconch, he was an Italian?—T called him Antonio.

He was with you in your boat?—Yes, Ant was with us.

And Bridson was with you, you say?—Ye

And Lark?—Yes.

w Welsh?—Yes.
ick Barrow?—He was in the first boat.
Field?—In our boat.
m Moricy?—Yes.
Dales?—Yes.
Jeffry?—Yes.
s Larne?—I could not say.
w Anderson?—No.
s Jones?—He was not with us.
l Nugent?—He did not join.
Bloom?—He was with us.
d Marioni?—He left us in Moulmein.
Griffiths?—He was in the first boat.
Thomas Phillips?—I could not say whe-
vas with us or not.
w Cunningham?—He was with us in
boat.
m Henry Thompson?—He was with us.
Penny, cook and apprentice?—Yes.
e in your boat or not?—No.
umberland.] You, as the carpenter of the
some knowledge of the stores on board,
not?—Which stores; the stores belong-
e ship?
stores would you have under your con-
had some such stores as this: nails,
d pump leather, and such like.
ing else?—That was all.
e time the ship was wrecked, so far as
w of the ship, was she well found?—As
y stores, they had run out, except such
and I had some wood.
ou say of your own knowledge, in what
stores of the ship generally were at the
was wrecked?—No, I could not say of
else for certain.
ave mentioned the sail cabin?—Yes.
ize of it, and you also said you knew the
e kept there?—Yes.
ou say at all what sails were in the sail-
t the time the ship was lost?—There
e about a suit of sails, or thereabouts.
or less, do you suppose?—I do not
ere were any more.
ou think there were less?—I could not
tly; I do not think there were any more,
ight be less.
ou consider there were also a suit of sails?
ad only our mizen royal, but we had some
ils, perhaps, to make up for that; but I
ot say for the whole of them, because I
look after them.
ou know whether the studding sails were
ail-cabin at the time the ship was lost?—
they are always kept there.
Captain *Hunter.*] The studding sails are
t in the fore-cabin, except they are being
aired.
ou not use them?—Some of them.
that were in use would not be in the
n?—They were some of them.
they all bent to the yards; you do not
the studding sails when making a voyage?

t are unbent?—We unbend the whole of
metimes.
n do you unbend them?—Perhaps off the
Good Hope, or coming in the Channel.
you sure of that?—It is very likely; I
ay; sometimes when it is rough and bad
, there is lumber about the deck, and we
them altogether, and send down the stud-
l booms too.
you your studding sail booms down at
).

this time?—I could not say; many of them keep the studding sail booms aloft, and keep the studding sails in the locker. *A. McLean.* 12 April 1867.

Mr. *Mercer.*] Many of them do, but did you?—We did on several occasions.

Did you on this occasion?—I do not know whether on that occasion or not.

Mr. *Cumberland.*] Were the studding sails bent at the time the ship was lost?—I do not know, I cannot say.

What do you mean when you said just now that you thought the studding sails were in the cabin?—I cannot say for certain.

Did you ever go into the forecastle at all?—Yes.

Had you been in there recently before the ship struck?—I do not remember, but there was never a week but what I was there after something.

Did you see what quantity of clothes were taken on board at Queenstown for the use of the crew?—Yes, I saw the most of it.

What quantity should you say was taken on board?—Between clothes and boots I should suppose there was not much short of 100 *l.* worth bought of them; such as provisions, that would not cost much; but there was 100 *l.* worth, or nearly that.

What quantity of clothes should you say was taken out of the ship, after she was wrecked, by the crew or by anybody?—I should not suppose there was over one-half of it taken, because the man I mentioned left all his clothes, King; I suppose he had 10 *l.* or 12 *l.* worth, and they were all there.

Taking your own tools, and the joiner's tools, and another man's tools, I think you said there were; what do you suppose was the value of all the tools on board that you know of at the time of the wreck, including the joiner's, your own, and the other man's?—There were only two of us.

With regard to yourself and the joiner, what was the value of the tools that were on board at the time the ship was wrecked?—I do not suppose there would be under 32 *l.*—the joiner had a very good kit of tools—or somewhere near that; I could not say within a few pounds.

With the exception of the three saws and the chisel that you took with you into the boat, to your knowledge, were there any other tools taken from the ship into the boat?—Nothing else that I am aware of.

Can you say anything with regard to the master's cabin; had you been into it recently before the ship struck?—Yes; I have been in it many a time.

Tell the Commissioner what was the state of it with regard to furniture fittings, and with regard to any articles that were in the cabin?—There was one chest of drawers, if not two. I am not certain whether there were not two.

Do you know whether they were full of things, or not; do you know whether they had anything in them?—I could not say what was in them.

What other things were there in the master's cabin?—There was a bookcase, and I think it was pretty near full with books.

What else?—A camphor wood chest.

What else was there?—There were some other odd things, but I could not mention them. He had another chest the same in the after cabin, and I had one of his in my workshop repairing; three chests he had.

 The *Inspector.*]

A. McLean.

12 April 1867.

The *Inspector.*] What were you repairing it for; had it got the lid off?—I was scraping it, and cleaning it.

Mr. *Cumberland.*] Do you recollect any other articles in the master's cabin; were there any pictures, and things of that kind?—Yes, there was one, I know.

Chronometers, do you recollect?—Yes.

How many do you recollect?—There were either two or three; I could not say which.

Any nautical instruments, do you remember?—I never took any notice of them.

Sextants, quadrants, or anything?—I never took notice of them.

Any telescopes or glasses?—Yes, he had a telescope and opera glasses.

Any barometers, or things of that kind?—Yes, there were some; but I took no notice of them.

When you went on board the ship from Dover, on Friday, the day after the wreck, did you go into the master's cabin, and the other cabins, the aft part of the ship?—I do not remember if I went into the whole of them. I went into some of them.

Did you go into the master's cabin?—I cannot say whether I did or not, because it was in such a state with glass and things that you could scarcely see anything. The table was smashed, and the window was smashed.

Did you see anything left in the cabins?—I saw nothing worth taking away, excepting part of a table, or the like of that; or a drawer, or the like of that.

Do you mean to say that with the exception of part of a table, or the like of that, as you call it, everything was taken away?—Yes, as far as I remember; I cannot remember seeing anything that was worth taking.

Did you go into the forecastle at all?—I could not go in there; it was under water.

Did you see anything scattered about the deck, of any kind?—Yes; there were a deal of things scattered about the deck.

What were they?—Such as beds.

Any chests?—Yes, I saw one chest that was smashed at the forecastle door.

Was there anything in it?—No; the lid was smashed off.

Had you any live stock on board?—Yes.

What were they?—We had some pigs and some geese, too; I think there were one or two geese.

Anything else?—I could not say whether there were fowls, or not.

Anything else?—The dog and the pigs.

And fowls?—No, I do not know.

With regard to the ship's boats; how many boats had you on board at the time of the wreck?—Four boats.

How many boats did you leave behind you when you went away from the ship?—We left one on board, that was all.

The *Inspector.*] Which was that?—The long boat.

Was that boat there when you went back to the ship on Friday?—When I went back, they were putting her over.

Captain *Hunter.*] Putting the long boat over, do you say?—Yes.

The *Inspector.*] Who was putting it over?—They were putting it over when Captain Russell was on board.

Captain *Hunter.*] By his orders, I suppose?—I could not say.

Mr. *Cumberland.*] Do you know what h of the long boat?—No; I think when the putting her over, they put a hole in her bo I think I noticed that.

You have seen the things which are i receiver's stores, the receiver of wreck, at —Yes, I have seen them once.

Did you notice them particularly?—Y took the light to see whether I could find my own things among them.

Do you consider they at all represen was left on board the ship when she wa doned?—Yes, I know two or three of the when I see them.

The *Inspector.*] Do you think there much in the receiver's store, at Deal, as w on the ship when you came away from h No, not one-half; I could not say for c because I do not know the number of chest were there.

Speaking of every thing you remember, and everything?—I did not notice the n of chests that were there.

Mr. *Cumberland.*] With regard to some chests and clothes, and all the different ar in short, that were on board the ship; stores and the things in the master's cab you consider what you saw in the receiver' at Deal, at all represents the quantity of dif articles that were left on board the ship?—

Mr. *Mercer.*] You were on board whe ship struck?—Yes.

How did you know she had struck; wer called, or did you find a bump, and tu yourself?—I was called.

Who called you?—The sail maker.

Did you come on deck immediately?—Y

Do you know how soon it was after she that you came on deck?—I do not suppose two minutes.

Were any blue lights let off, or guns fir signals of distress made on board the sh There were blue lights.

On the sands?—I never saw them, but I them say so; I was looking out for oars f boat.

Do you mean to say you could not see light fired on deck?—I might have seen i I did not take any notice of it.

Captain *Hunter.*] And you on deck?—Y That is impossible?—I do not remember

Mr. *Mercer.*] Did the ship heel over o port side before you left her?—I do not re ber properly; it is so long since.

Had she heeled over on either side?—I she had.

Did she heel over much?—I do not thi heeled over a great deal; I do not rem properly.

Did you sound the pumps before leaving —No.

No orders were given to do that?—No were given to do that.

It is your duty, as carpenter, to soun pumps?—Yes, it is my duty; but the st came running up, and crying the water w in the after hatch of the fore cabin; and it use sounding the pumps then.

Did you know, or did any of the men where you had struck, on what sand yo struck?—Yes, we knew it was the Goodwi

You did not?—Yes, after I was told when I came on deck, by the men.

told you?—I could not say who told me
n I saw the light on the Sand Head.
on as you heard you had struck on the
n, you were anxious to get off the ship?

Mercer.] Did you see the South Sand End
s soon as you came on deck?—I saw it
e were in the boat, I think.
he captain take any money away with
en he left the ship?—I do not know.
were you off for provisions when you
'ork?—I do not remember, I am sure.
you short?—We were not short all

you buy any grub at Cork?—Yes, there
ie bought.
was bought?—There was some potatoes,
, but as far as that, I never paid any
n to it. It is a good while since.
Inspector.] When you got into the boats,
vay did you steer, do you know?—Well, I
ot tell.
you picked up by the "Texal" boat out
—Yes.
ou knew you were on the Goodwin, why
the boat steered for the English coast?
could not steer for the English coast.
not?—Because we had only to keep her
the tide, there was too much sea.
tide was setting right out to sea?—Yes.
Mercer.] Why did you not make for the
Sands Head Light?—We made for some
ut we got among some breakers somehow
r, and kept away from it.
estimate the value of the carpenter's tools
?—Yes.
t tools were there in the ship?—There
nly the joiner's tools and mine.
many?—I do not suppose I could name
lf of them. I could name a good many.
what do you base your value of 32 *l.*?—
re very easily calculated.
do you calculate 32 *l.* as the value?—
e I suppose I had about 20 *l.* worth of tools
chest.
was when you left Liverpool?—Yes;
ought some tools in Moulmein.
t did you buy?—Some syringes and

t did you pay for them?—I cannot say,
ere about the same price as I paid in Eng-

you pay 1 *l.*?—I could not say.
shillings?—I cannot say.
shillings?—More than 5 *s.*
n you went on board the ship on Friday
Captain Russell, how many sails, or parts
, did you see on the yards?—I could not

many on the foremast?—I could not

Was there one?—Bent?

A. McLean.

12 April 1867.

Bent and flying?—I could not say whether two or three. If I were asked the question at the time I might remember. I saw several pieces of the sails flying in the "North;" I noticed the main yard especially.

I am speaking of the other sails?—I cannot say.

Was there any cordage or running gear of any sort hanging over the side of the ship at that time of the afternoon?—I suppose some pieces of rope hanging over.

Captain Hunter asked you whether the main-top-gallant mast was not hanging over the side?—There was a mast lying across the deck.

Was the gear attached to it?—I do not remember.

How was it hanging?—It was not on the deck.

It was across the bulwarks, over the side?—The mast was not over the side.

I am speaking of the maintop-gallant mast, was that across the deck?—That was the yard.

What yard are you speaking of?—I do not remember what yard it was.

It might have been the main yard?—The main yard was aloft.

Was there any gear or cordage of any sort hanging about that mast?—Oh yes, there was some cordage and gear, such as the back stays, and the like of that, and pieces of other things hanging about.

At that time?—Yes, but as far as I can remember, all that could be cut away was cut away.

My question is, not what could be cut away, but what was there left?—I could not say whether there was any left or not.

Captain *Hunter.*] The back stays are wire?—Yes; they were sunk down, some of the back stays, when Captain Russell was on board.

Mr. *Mercer.*] You knew the water was up then to the cabin deck?—Yes, it must have been.

Was it above the cabin deck, was it in the cabin?—When I left the ship first of all?

Yes?—It was not above the deck, except the sea that was coming over the bulwarks and washing the deck.

Captain *Hunter.*] Was there a heavy sea washing over the deck?—It was not very heavy.

The spray of the sea was it?—There was that much, that if you had not hold of something, it would knock you down, not all over the deck, you know, but in some places.

Mr. *Cumberland.*] At the part of the deck where it was coming over?—Yes.

What part of the ship was that?—Generally amidships.

Do you think there was anything washed off the deck?—I do not think it.

What height were the bulwarks?—Seven or eight feet.

Mr. Charles Ashdown, sworn; Examined by the *Inspector.*

are a Manufacturer of Paper, at Buck-
-Yes.
you buy some canvas of William Barber
me in the month of September last?—Yes.
you show us in your book the entry of
y on which you bought it?—The 25th
t appears to be the first that I have.
ust be after that, it must be some time
tember?—The 4th of September.

Did you yourself receive that canvas into your stores?—I did.

Mr. C. Ashdown.

Do you know who the man was who brought it to you?—No, I cannot positively say that at all, I do not think he brought it himself.

William Barber says he did not bring it himself?—I do not think he did.

You have been in the habit of dealing with him for years?—Eight or ten years.

Mr. *C. Ashdown.*

12 April 1867.

Used he to bring them himself, or send them?—He was in partnership with Dowell then; he never came himself; since he has been alone he has come himself.

Was he alone at the time he sold you that canvas?—I do not know, I cannot say.

Was it Dowell who brought it?—He was not in partnership then.

Can you tell how it was brought?—It was brought in a waggon I should imagine, because with it there are three cwt. of thirds; coloured, six cwt.; second, seven cwt., so that there must be about a ton weight; most likely it was brought in a light waggon.

Have you no recollection of the person who brought it?—I have not, because they were continually changing.

And you do not happen to know?—I do not.

That canvas that is laying there is a part of it?—I should imagine so; I remember one circumstance connected with it, it was rather better than we generally have, and I put it out in the stores. As soon as the officers came to see it, they looked over a lot I had by me, and I said it is possible this may be some of it, and I took them out to it.

Was the mate there?—I do not know.

Was Mr. Brett there?—Mr. Brett was

Did the mate at any time see that can

Yes.

And it was taken away in consequence recognising it?—Not at that time.

But it was taken away afterwards?—Y

Do you know a man called John Smi used to keep Barber's books?—I know hi

Can you say whether it was John Smi do not think it was, he sometimes cam Barber's goods.

Did Barber employ men to drive his Yes.

Was it Barber's own cart?—Yes.

Driven by a man in Barber's employ? and my impression is, the man's name is B I fancy so, it was not Smith, because Sm dom came with a load, Smith was gene home at the stores.

Keeping the accounts?—Yes.

That is the only entry you have of Bar Yes.

And you know nothing more of it?—N

WILLIAM BARBER, recalled; Examined by the *Inspector.*

W. Barber.

Do you know Bantam's Christian name?—Thomas.

Was he working for you on the 4th of September last?—Yes.

Did you load the cart the 4th of Sept —I do not think I did.

Who did, do you know?—I do not.

Have you found John Smith?—He is

JOHN SMITH, sworn; Examined by the *Inspector.*

J. Smith.

WHAT are you?—Working for Mr. Dowell at present.

That is to say keeping Mr. Dowell's books?—Yes.

Who is a marine store dealer?—Yes.

Do you stay in the store almost all day?—Generally.

And when goods are brought in, is there a report made to you of what has come in, and from whom it has come?—Generally.

And do you enter that in a book?—Yes.

Have you got the book here?—I have got the same book that Dowell had.

You know you are always obliged to do that?—Except it is rags.

Metal or rope?—Yes; but any trifling twopenny thing we do not.

Is this book in your handwriting (*referring to Dowell's book*)?—Yes.

Were you keeping Mr. Barber's books too at the same time?—I left Mr. Barber's the 14th April 1866, and I have had nothing to do with Mr. Barber's accounts since.

Do you see the goods that come in?—Sometimes; I do not always.

Look down that list (*referring to a page in the book*). Who is the person mentioned in the top?—Mr. Kenny.

Do you remember that lot of goods con 28th September?—There is the accoun goods there.

Do you remember that particular lot o coming in?—No.

Look at the copper; do you remembe the copper was?—No; I cannot say.

When the goods were brought in, wh the prices?—The price always goes accor the London market.

Have you got a schedule of prices b from which you put down what it is wo cording to that schedule of prices?—Yes; ing to the London markets.

Do not you see what quantity of thing in, or what the quality is before you pu the prices?—Yes; we see the quality goods, but the copper is generally stated price.

Supposing rope and canvas are brough not you go and see whether they are i condition or not?—If Mr. Dowell is no I do.

Can you remember with regard to any articles in the list of Kenny, whether yo yourself to see them?—I cannot say.

You have not kept Mr. Barber's book April?—The 14th April 1866; I have transaction with Mr. Barber since that.

JAMES ARNOLD, sworn; Examined by the *Inspector.*

J. Arnold.

WHERE do you live?—At Lower Walmer.

Are you what is called a General Dealer?—No, a Carrier; a Fish Buyer, and General Dealer.

Do you go regularly between Deal and Dover, or only when hired?—Sometimes with fish.

On the 6th September last, did you go t with a horse and waggon?—Yes.

And did another man of the name of go with you?—Yes.

l you been to Mr. Foster's stores to take
ır load?—Yes.
Foster's stores are in Deal?—The north
Deal.
re they the north end of Deal, behind Mr.
's brewery?—Up in Beach-street.
at did you take up at Foster's stores?—A
f rope.
at weight of rope was it?—I forget what
t it was.
- it a horse load?—Yes.
at can your horse take, from a ton to a ton
half?—Sixteen or 17 cwt.; something like

l you seen Foster and arranged with him,
ou were to go to River?—Yes; I had seen

ıere did you see him?—Down at his store.
ore that time?—Yes; I saw him when I
the rope away.
ıat made you go to Foster's at all?—Because
me to call me.
e same morning?—No.
w long before?—The day before.
ıd told you he should want you to go to
r the next day?—Yes.
hat time in the morning did you load?—
where about eight o'clock.
the open street?—Yes.
your wagon an open wagon or a covered
—An open one.
as White's wagon loaded at the same time?
es.
d you help to load his?—Yes.
nd he helped to load yours?—Yes.
ıen you started and went to River together?
es.
cross the country?—Yes.
ow far is it from Deal to River that way?—
not know; it is a near road, and a better
to go.
id you go to Crabble, or to River?—To the
mill.
hat is Crabble?—Yes.
id you see Mr. Payne, or Mr. Gould?—Mr.
ne.
as the rope taken out of your wagon and put
the rope store?—It was taken there and
hed.

Did you see it weighed?—Yes. *J. Arnold.*

What did it weigh?—I forget what it was.

Did Mr. Payne give you a ticket?—Yes. 12 April 1867.

And did you take that ticket back and give it to Foster?—I took the ticket to Mr. Gould.

And did Mr. Gould give you a cheque?—He gave me a paper in an envelope.

And did you take the envelope and give it back to Foster?—Yes.

The next day, did you take some more rope from Foster's store to the same place?—Yes.

Did you get a cheque for that too?—Yes.

And did White go with you the second day?—Yes.

Was it about the same quantity as you took the first day?—I think it was the same.

What did Foster pay you?—Ten shillings.

Is that what you usually get for a day's journey with a horse and cart?—Yes.

Did Foster tell you on the 6th, he should want you again on the 7th?—Yes.

Did you have any dealings with Barber?—No.

You are not the Arnold of whom he spoke?—No.

Have you ever had any dealings with him?—No.

Never sold him anything, or brought him anything?—No.

Mr. *Fox.*] Is your father here?—Yes.

Is he in court?—Yes.

Do you live with him?—No.

Have you ever taken anything to your father from Barber?—He used to come and fetch it.

Does your father sell slush, bones, and gunny?—Yes.

The *Inspector.*] With regard to these things that you took from Foster's store, did Foster make any agreement with you on the subject of taking these things?—He made the agreement to give me 10*s.* to take them down.

Did he give you any particular instructions with reference to the manner in which you were to take them?—No, he gave me no instructions; he told me to take them there, and never told me which way to go; I went my own way.

Did he give you any instructions as to the way you were to deliver them at the mill, or to whom you were to give them?—No.

JAMES ARNOLD (the Elder), sworn; Examined by the *Inspector.*

RE you a general dealer, living in the Wal-road?—No. *J. Arnold (the Elder).*

an you read and write?—Neither read nor e.

Who keeps your books for you?—We get them etimes done by one, sometimes another; any- I know, I call in and get them done.

s you find your books want making up?—

id you have some dealings with Mr. Barber ıe month of September last?—I cannot say; d a good many dealings with him at different s.

here is a large account on the 5th Septem- ?—Yes.

id you send him 19 cwt. and 3 qrs. of h?—I have sold him a good many hun- ls.

id you the 5th of September?—It is very y I did.

o you remember having some gunny at that 389.

time?—No, I cannot be certain of that, nor yet about the slush at the time.

Can you remember where you got the slush that you did send him?—Yes; I bought it of some boatmen.

Do you remember what boatmen you bought it of?—That I do not.

Do you mean the boatmen on the Deal beach?—Yes; some tons they brought ashore there.

It is brought ashore from the vessels when they come home?—The cook sells it, and exchanges it for provisions, meat, potatoes, and cabbage, and things like that.

Can you tell where you bought the gunny from?—That I cannot.

And whether it was in bags or pieces?—No.

Did you happen to buy anything about the time the "North" was wrecked?—I cannot remember that I did.

Was that the week you did not buy anything?—I dare say I bought things that day as well as

J. Arnold (the Elder).

12 April 1867.

any other; that is rather a curious question for you to put to me; if I did, I should tell you.

Did you buy any rope or canvas about that time?—Not as I know of; I may perhaps.

If you do not keep books, you cannot tell?—I keep books in my way, on a couple of doors, or the wall.

You keep it on a shutter behind the d Yes.

And then have it copied off?—Yes.

Do you take out a license as a marine dealer?—I never knew any body who did

Then you do not call yourself a marine dealer?—I do not know what I call mys buy a good bit of fish sometimes.

WILLIAM WHITE, sworn; Examined by the *Inspector*.

W. White.

WHERE do you live?—In Middle-street, Deal.

Were you in Foster's employment in September last?—Yes, I took some rope down for him.

What do you generally do?—I am a carrier.

Have you your own horse and wagon?—Yes.

Were you employed by Foster to take some rope to Crabble?—Yes.

And did you go with James Arnold, the last witness?—Yes.

Did you see the rope weighed?—Yes.

Did you go once or twice?—Twice.

Two days following?—Yes.

Had Foster spoke to you about going before you went?—He spoke to me the day before.

Did he make any agreement with you as to what you were to have?—Yes.

How much did he agree to give you?—Ten shillings.

Did he pay you ten shillings for each day?—Yes.

Where was the rope landed?—At the north end, at the store.

Is there a yard, or in the open street?—In the open street.

What time in the morning was it loaded?—I started about eight.

It was loaded before that?—It was loade before we started.

Did it take long loading?—No, not long.

Had you 12 or 13 cwt. in your wagon think I had more than that.

Did you get a weight ticket from Mr. P or did Arnold take all that?—Arnold too that.

And took the cheque to Foster?—Yes.

You had nothing to do with that?—Nothi do with it.

Did Foster go with you to Crabble?—No

Neither?—No.

Mr. *Cumberland*.] Did Foster give you instructions as to the way in which you we convey the goods?—No, nothing particular.

Or what you were to do when you got t mill?—Nothing.

The *Inspector*.] Had you ever taken good Foster before?—Yes.

Which way did you take them?—I through the country.

You do not come into Dover, and then go —No, we go right through Sutton.

Was the way you went the 6th and 7th tember the way you usually went from De Crabble?—Yes.

Captain WILLIAM DICEY, sworn; Examined by the *Inspector*.

Captain *W. Dicey*.

WHAT are you?—A nautical man.

Where do you live now?—Near Walmer.

Captain *Hunter*.] A retired officer in the merchant service?—In a Government ship I have been all my life, in the marine service in Calcutta.

The *Inspector*.] From your house could you see the Goodwin Sands on which this vessel was wrecked?—Most distinctly; the wreck was abreast my house.

Did you happen, from time to time after the 30th of August, to note the condition in which she was?—The morning the vessel struck, I looked out, as I generally do, towards the Goodwin Sands, and I saw the vessel there with her head the reverse way of all the vessels in the Downs.

Were there any vessels in the Downs at that time?—A great many.

What quantity, 300 or 400?—There might have been perhaps 40 or 50.

There was a wind blowing from the westward, then?—From the south-west.

Could the vessels get down Channel, then?—No.

There were not as many wind-bound vessels as there usually are?—The wind had not been long from the south-west, it takes a few days for a large number to collect.

How early did you happen to see her?—About half-past six.

Were there any boats alongside her a time?—I saw some boats near her, and a tu

Was that the tug that afterwards got su the sand?—That was sunk at the same time

What we particularly want your evidenc plied to is, for how long you watched her the 3rd September, the Monday, and when, as your judgment goes, she really disapp under the sand?—Certainly for a week wards.

Up to the 10th September?—Up to the fo ing Thursday after the wreck.

That would be the 6th?—Yes.

Did you look at her?—Having nothing to watched her closely with a good glass, could see all that was going on, as you could a powerful glass; and certainly up to a after she got on shore, there was very little o Then she began to break up; we had a s south-westerly wind, almost a gale, and she to break up; her bulwarks disappeared.

Up to a week after she was wrecked, wa hull above the water at low water?—Yes.

How much above?—At high water th began to wash, that is, the sea washed ov decks, and we saw the water; she gradually in the sand, and she would be 10 or 12 feet low-water mark.

Then she remained as a hull above the sa low water for a week after she was wrecke Yes.

you tell us when her masts went. Do you
ber the mainmast going?—The mainmast,
, went the first day, before her main yards,
he mainsail hanging loose; all that day it
owing about, there was not much wind.
was the first day?—Yes, on the Thursday.
tain *Hunter.*] In the morning we have it
was a strong wind?—I should call it a light
; when I saw it the first in the morning
d all her sails loose.
Inspector.] What sails had she got set
you first saw her?—They were not set, they
lewed up, and they were hanging loose, like
el that had been in trouble and bother, and
ft everything.
at sails were those? — The mainsail was
nly loose, and, I think the foretopsail was
lly set when I first saw her.
ptain *Hunter.*] Were those the only two
—Mizen topsail and the mizen topgallant-
as loose, I should think, for five or six days
she was on there.
s she a double topsail vessel or a single top-
—A single topsail.
s the mizen-royal set?—I think it was the
topgallant-sail that was loose for several
after she was on the sand.
l you see whether it was a whole sail that
ose, or whether it was only a piece of a
—The mizen topgallant-sail; it was merely
d up, and hanging down as a sail hangs
after it is clewed up.
ptain *Hunter.*] Do you mean the whole of
il was there?—The whole of the sail.
e *Inspector.*] Did you see any whole sail
the Friday except that one?—The mainsail
here for two or three days.
as the mainsail there on the Sunday?—I
d fancy it would be there on the Saturday,
lays after she struck.
e are told that on Friday there was not a
e whole sail left?—The mainsail was cer-
there hanging.
you think you could see distinctly that the
e of the mainsail was there, and had not been
t all?—It looked to me as though it had
brailed up, and it hung as a sail would hang
was clewed, but with the glass I could not
at it was cut or torn in any way.
ptain *Hunter.*] As if it had been cut?—If
ribbons I should have noticed it.
pposing there was a piece cut off square?—
ld have seen it. I watched her all the time;
tched her, and never saw a man aloft cer-
for two days.
d you not see any persons on the Thursday
the yards cutting the sails?—No.
d you see anybody on Friday?—I saw some
working the Friday up aloft.
ould the men have taken the mainsail first
e they went to the other sails, being the
st sail in the ship. If they were going to
for the benefit of the owners and their own
it, would they not take that which was
st, in preference to the most difficult?—The
nast and the wreck hanging over would
caused some difficulty.
hich side did the wreck of the maintopmast
over, the starboard or the port?—I find on
ort-side I could not see the wreck.
uld you see whether there was anything
ng over at all on the starboard-side?—No.
u could not see the port side?—No, it must
been the port side.

Do you mean to say there was no wreck at all hanging over the starboard side?—No; I think not. Captain *W. Dicey.* 12 April 1867.

No standing rigging over?—No, because the standing rigging was up.

If the maintopmast fell, it would bring the standing rigging with it?—Yes.

Was the standing rigging hanging over the starboard side?—No, it must have been the port side. I certainly could not see any on the starboard side.

What sails were set on the mizen?—I think it was the mizen topgallant-sail that was loose, the mizen topsail was partially furled and partially loose; it had been evidently rolled up in a great hurry, and you would hardly say it was one or the other.

The foremast; what sails were set on that mast?—Yes, I saw the foretopsail when I first saw her. I fancy it was partially set. The sheets were home, because it was that that attracted my attention in the first instance; the vessel was lying in a different direction to the vessels in the Downs; they were lying to the ebb tide, and she was lying with her head to the southward, and with her foretopsail all aback.

Did you observe whether the state of the sails remained altered on the evening of the Thursday?—Whether they had been taken out?

Whether anything had been taken away from them during the Thursday?—I fancy the yards were down; the foretopsail yard, in the first instance, was half way up the mast, it was down, partially clewed up; but I do not think the sails were taken off the yard then.

When did you first observe any sails were taken from the ship?—On the Friday.

What time on the Friday?—I fancy they disappeared all Friday.

You first got up in the morning and looked at the vessel?—It struck me the sails were then in the same state as they were the day before.

What time was that?—That would be about seven in the morning.

In the course of the day you think the sails went?—Yes.

But you think the mainsail stood some days, and the mizen top-gallant sail?—Yes.

Captain *Hunter.*] All the other sails were gone?—Yes.

You think nearly the whole of them?—I almost fancy the mainsail was perfect for some days, I fancy until the Monday.

Was the jib all gone too?—The jib disappeared I fancy the Thursday, the first day she was there.

The *Inspector.*] Could you see the running rigging, could you tell from the distance you were looking, whether the running rigging the Friday morning had been cut, and a good deal of it disappeared?—No.

You could not see her watermark, of course, at that distance?—I could see her copper.

Could you see the number of the draught?—No.

Could you form any idea how high she was coppered?—I fancy, from what I could see, it struck me when she was deep loaded, the copper would be a good deal under the water; I could see when the water was low down, and at nearly low water she would appear, from where I was, like a flying light.

What height of copper did you see out of the water at low water?—It struck me not more than six or seven feet.

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And what day did you observe that?—That was on the Thursday.

Was she down more forward than aft then?—Yes, she was rather by the head.

Was she more by the head, and deeper in the sand on the Friday?—On the Friday she had gone down a foot or two.

Could you see that she had gone down a foot forward, and not so much aft, or had she gone down equally?—I fancy she went down more aft, because latterly she looked more on an even keel.

From time to time you must have seen a very considerable portion of the stern part out of water?—Yes.

Do you say you never observed more than six or seven feet in height of copper at her stern?—There might have been more at the stern, I am speaking of the general outline of the vessel, it struck me that her copper was six or eight feet out of the water.

Did you form that opinion from counting the number of streaks?—Merely from the eye.

Captain *Hunter.*] Looking at her from a distance of four miles?—Three miles.

It is four miles from the nearest part of the land?—She was as near abreast of me as possible.

The *Inspector.*] Can you tell us when you first observed a number of boats around her?—There were several boats early in the morning of Thursday, they were most of them lying off, but alongside the vessel.

Could you see, during Thursday, boats alongside of her?—Yes.

Could you see what the people in the boats were doing?—I fancy they must have been more on the port side, that would be the sheltered side.

On the Friday morning did you observe boats round her?—There were several boats lying astern of her.

What class of boats were those; smacks from Ramsgate and Broadstairs, or were they luggers?—Luggers.

Captain *Hunter.*] Could you tell whether they were Deal luggers or not?—No.

Did you see anything being done to the starboard side of that ship during the morning of Friday; did you see the copper being stripped off?—Yes, I fancied some of the copper had been taken off.

Did you see it being done?—No.

When did you first observe it had been stripped?—I only judge from the difference in the colour; it appeared a different colour in one place than another, and it struck me some of the copper was taken off, from the difference of colour that it appeared to be.

Did you see the men working at it?—No.

Were you looking at the ship about nine or ten o'clock on the Friday morning?—It was only early in the morning that the tide would answer for them to work there.

It was low water the morning of the 31st of August, about eight o'clock, were you looking out as early as that?—It was neap tide, I think.

Captain *Hunter.*] It was high water at 2.30?—The tide would come in about eight o'clock, and soon after that the copper would be covered.

I thought you said you saw her at seven?—I saw her at half-past six or seven.

On the Friday?—Yes.

Did you observe at the time you saw [illegible] whether there were any men engaged in strip[ping] her side of copper?—No; it struck me on Fr[iday] morning that there were very few on boar[d] alongside the vessel at all.

Mr. *Cumberland.*] Were there any?—I d[o not] think any were on the vessel when I first [saw] her.

The *Inspector.*] When you first observed [her] on the Friday morning, did you see the bl[ack] mark that made you conclude she had b[een] stripped?—No, not till next day.

The Saturday?—No, the Friday.

I ask, did you on Friday see men engaged [in] stripping her on the starboard side?—No, I no[t] saw that.

Were your glasses strong enough to distingu[ish] men?—If there had been men there I sho[uld] have seen them.

Did you see, though you did not see the m[en] stripping, that she had been stripped by [the] appearance of the black mark that you had [not] seen on the Thursday?—Yes.

When you first got up on Friday?—Yes.

You were looking at her all day?—No.

From time to time?—Yes.

What sort of interval, an hour or an hour [and] a half?—Having nothing to do, I used to wa[tch] her closely of a day; there was a great d[eal] under water, and it would only be early in [the] morning, if the copper was taken off, that [it] could have been taken off.

Did you see any boats round her during [the] day of Friday besides the lighter?—I saw seve[ral] boats.

Did you see the tug near her on the Fri[day] night; the tug that went down?—I mean [the] galliot that went to take the cargo out of her.

Was that a tug or a lighter?—That wa[s a] lighter with a tug.

Did you see the tug come there about ei[ght] in the morning of the Friday; did you happen [to] observe that?—No.

Did you happen to observe the tug come [in] tween two and three in the afternoon of Fri[day] and stay three or four hours alongside, or anch[or] off at a little distance?—On Friday there wa[s a] tug went out to sea when they saw her ashore.

That was the "Wellington" tug the Thurs[day] morning; I ask you whether on the Fri[day] morning you saw the tug go out to her?—No [I] only saw that which went with the lighter.

When did you see her?—On the Friday.

What time?—I fancy it was in the afternoo[n].

Then you did not see the tug in the morni[ng] but saw it in the afternoon?—Yes.

Did you see the tug on the Saturday mornin[g] —I fancy only that one that went out.

Did you see any tug on Saturday morning?—There were two or three occasions the ves[sel] went out with people to look at her.

You know Mr. Brown, of Deal, who had [a] steamer called the "Robert Burns"?—Yes; [I] saw her several times.

Did he go more than twice?—I fancy I m[ay] have seen her more than twice. The morni[ng] she was wrecked, there was a tug besides the [one] that was wrecked; there was a vessel went rou[nd] her; she first went that side, and then she w[ent] to the eastward of the sand.

That was the afternoon of the Thursday wh[en] the "Robert Burns" went?—I am speaking [of] the vessel early in the morning.

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u know what vessel that was?—I sup- as a tug which had gone to see whether ive any assistance.

u know where it came from?—It must n a vessel that was lying in the Downs, gone out to see if they could help her.

y time, when you looked to the vessel, see people on her deck?—Yes.

u form any idea as to the number at any ?—I should fancy I never could see n perhaps six or eight; I mean until the en the lighters went alongside to save , then I saw a great number.

u mean to say there were more people lighter went alongside than there were —Yes.

u see an anchor hanging over the star- le?—Yes, it was cockbill, ready to let go tly.

in *Hunter.*] The copper was on under ior, was it not?—Yes.

ou see any anywhere else?—She was set , and here and there I could see where had been taken off, and at other parts per appeared to me to remain whole, not

Inspector.] I understand you to say at whatsoever did you see any persons in taking the copper off?—No.

in *Hunter.*] That appearance, you say, ely where they had ripped it off, and had it clean?—It would be more like where een taken off and parts remained on; the part appeared to me to be remaining on en off.

seemed to be more copper on, than taken es.

Inspector.] Would it be a very difficult o strip copper off a ship?—I should fancy a vessel, that is, in a dry dock, it would gang of 30 men two days; that is, to strip

working days?—Yes.

ve hours each day?—Yes.

in *Hunter.*] You are giving your own ?—Yes.

you seen a good many ships stripped in ?—I have seen a good many stripped in they may be a little more slow than here.

Cumberland.] At the time that you first ship, were you aware of her dimensions? ld judge of that from past exerience; I ll pretty near the size of the vessel.

l you, for instance, tell what her length uld you form any judgment, considering ance you were from the vessel, and, look- ugh a glass; could you form any accurate f what the length of that ship was?—The f the vessel would pass through my mind ng of the size of the vessel.

l you form any accurate idea of the height Yes, I think I could.

t size do you take her to be in reference h and depth?—It struck me immediately vessel of between 1,100 and 1,200 tons.

t length?—I should fancy about 160 feet. what depth did you take her to be?—That ass through my mind.

t the conclusion you arrived at at the I should fancy about 28 feet her depth e from the deck to the keel.

ou observe whether at any time on the y she had a list to port, or whether she was on an even keel?—She appeared to me to be as nearly upright as possible.

On the Thursday?—Yes.

Did that comprise the whole of Thursday?—Yes.

We may take it that, up to the evening of the Thursday, you considered she was about upright, on an even keel?—Yes.

Did you notice whether at any time on Thursday she appeared to be hogged or broken in any part?—Yes, it struck me that Thursday afternoon that she was strained very much; that she was rising in midships.

I think you have said you noticed about six or seven feet of copper on the Thursday?—Yes.

At what time did you notice that?—When I first saw her in the morning of Thursday, she was then higher out of the water than she appeared afterwards.

Because it was low water?—Yes.

The height of the vessel being, as you say and as you compute, 28 feet, do you say that there were six or seven feet of the copper visible at that time; that was the time you could see most of it, being low water; how do you account for all the rest of the copper that there must have been on the ship?—I should fancy there would be some 12 or 13 feet of the vessel from the top of the copper to the bulwarks; 12 and 7 are 19, and I should fancy the vessel would be some 10 or 12 feet in the water.

Even at the lowest tide?—Yes, it struck me so.

In the 28 feet do you include the bulwarks?—No; from the top of the gunwale of the vessel to the bottom of the keel I should fancy would be 26 or 28 feet; 28 would be perhaps the outside; it may be 26 feet.

My object is to ascertain from you what depth of copper you consider was submerged; because if you say you only saw six or seven feet, there is a considerable quantity of copper to be accounted for?—I should fancy there would be 10 feet of copper submerged in the sand; and more particularly I would be led to this belief by seeing the tug that was on the sand this morning; she never appeared with her hull out of the water, it was only the paddle-boxes and the deck we could see, showing almost a few hours after that vessel had gone on the sand a large portion of her head sank in the sand, and the vessel never appeared further out of the water than a couple of feet.

At the low water?—Even at the low water.

You are speaking of the small tug?—Yes; that is to show you the larger vessel would still have 10 feet under water when she appeared high and dry.

What water did the tug draw?—I could only judge; I should say she would draw six feet. My argument is to show you that if her deck was level with the water at low water, it would give you about 10 feet of water up to the side of the big ship to make her appear as I saw her the morning I first saw her, that is the Thursday morning. I may have said the ship was 160 or 170 feet long, if I had time to consider for any length of time.

Probably as to the depth of her, you might have thought differently?—I think not.

Having learnt she was coppered 21 feet aft at the bows, what would your calculation be with regard to the depth of copper?—I still think it must have been not above six or eight feet out of the water.

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Captain *Hunter.*] The rest was all under water?—Yes.

Mr. *Cumberland.*] You consider she was 12 feet under water at the lowest tide?—Yes, under water and sand. I fancy she must have gone into the sand five or six feet within a few hours after she touched.

Captain *Hunter.*] At both ends?—Yes; and then there would be perhaps six or seven feet water; therefore that would be 6 and 12, which would leave 13 feet.

How do you know there would be six or seven feet of water at low water, because that sand dries sometimes?—I judge that from the tug that went on shore the same time with her.

Mr. *Cumberland.*] How far was the tug from the ship?—I suppose about half a cable's length, or a cable's length from her.

Point out on that chart the respective positions of the ship and the tug?—She was just to the northward here (*referring to the chart*).

Captain *Hunter.*] We have it in evidence that the "Palmerston" could not go alongside for want of water.

The *Inspector.*] Was the tug a little over the southern end of the sand?—She appeared to be right astern of the vessel.

She was on a portion of the sand, which at low tide has some of it only one foot of water, and some of it dry?—That is at spring tides.

Captain *Hunter.*] What is the difference?—There are four or five feet of water between spring and neaps.

How do you get at that?—There would be four feet.

No?—Not between the neaps and the springs?

No, about three?—I should fancy there would be near four.

Mr. *Cumberland.*] Did you notice at any time on the following day, Friday, whether the vessel had or not a list to port?—She may have.

I want you to tell me what you saw?—All I observed was, that her head had gone down a little more the next day, Friday, than it was the day previous.

Did you notice at any time on Friday, whether the vessel had or had not a list to port?—That I could not see; it would not strike my eye as to the trim of the vessel.

You did not notice it?—I mean to say, it might have been so without my seeing it; because being right abreast of the vessel, you could not tell whether she was lying over two or three streaks one way, or two or three streaks the other.

You said that you saw some people on the deck?—Yes.

When did you see them?—On both days, Thursday and Friday.

On what part of the deck did you see them?—They appeared to be moving about all parts of the main deck, and the poop, and the forecastle; all appeared to be moving about.

You are aware that the bulwarks are six feet high?—Yes.

And you say that at that distance, bearing in mind the height of the bulwarks, you could see men on the deck of the ship?—When I say the deck, I could see their heads moving about; I could see if a man got on the combings of the hatch; I could see other men moving about the ship.

Mr. *Mercer.*] You could see the whole of their persons?—No; I could just see their heads.

Mr. *Cumberland.*] You said there appeared you to be more copper remaining on the that there was off; when was it exactly you saw it?—That was on Friday, more ticularly.

At what time?—I should say, early morning.

I want to know what you did see; when it?—Early in the morning.

On what part of the ship was it you th there was more on than off; what part ship's side, midships, forward, or aft?—It me that the parts that had been taken off peared to be in about the midships part vessel, abreast of the foremast, and the for and after part appeared to be perfect; I me say, looking at it, it appeared to me that tha not been touched.

That was the first thing on the morning Friday?—Yes.

Did you notice at any time on the Friday ing, when it would be low water again, wh this appearance was the same?—No, I s only see it in the morning; I could not see the evening.

Captain *Hunter.*] It would be low wa half-past eight?—Yes.

Mr. *Cumberland.*] At the time you n this appearance of the copper early in the ing, there were many boats about her o starboard side?—The boats appeared to me generally astern of the vessel, and there have been smaller boats; I saw on two or occasions small boats lying alongside the ve

You were not constantly looking at her?—and if there were more, they would be the side, because that would be the sheltered I merely saw the side to me; occasionally a small boat or two alongside; I did not se large lugger.

Captain *Hunter.*] Punts?—Yes.

Mr. *Cumberland.*] Did you see any men on the starboard side at any time that mor —No.

With regard to the sails that you saw o main and mizen masts, I want you to t whether they were really whole sails furl parts of sails; the remains of sails, the pri portion having been cut off?—They struck sails that had been rolled up in a hurry, slovenly, and, either with the shaking of th sel or something, they had become partiall furled, and so they remained loose, kn about, and more particularly the mainsa mizen top-gallant sail; it was loose for s days afterwards.

Did they present the appearance of a sa is partially unfurled in festoons; did they p the regularity that a whole sail would prese whether it was or not jagged and torn, as f cut?—Certainly more like being clewed u furled, than being torn; I did not see any of their being torn or cut.

With regard to the running rigging, you having seen her, noticed her particularly the the day she was wrecked; I want you to t whether the following day, Saturday, the peared to be any diminution in the amount running rigging?—I could not notice; I di notice any of the rigging. I do not think I have seen much of the running rigging vessel; I do not think I could have seen an of the running rigging from my house to tha tance off, but the standing rigging.

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vas intact?—That was perfect, I should
he Monday or the following Tuesday,
masts gave way.
ave said that, according to your impres-
ship had during this brief period sunk
feet in the sand, and you have also said,
expiration of several days the hull was
e above the water?—Yes.
ou account for the extraordinary sinking
ort time at first, and the very gradual
afterwards; can you tell the Commis-
hether you have any reason for thinking
should be so?—I know from past expe-
hat vessels at first go much more rapidly
nd than they do after a time.
t the only reason you give?—Yes; and
ase I saw, the first two days, that she did
uddenly sink down, but afterwards she
d pretty stationary until she broke up,
which, I fancy, was about a week after she got on.

The *Inspector.*] Do you remember when the foremast went?—I could not say exactly the day, but I fancy it must have been about the following Tuesday or Wednesday.

Do you know when the mizenmast went?—The mizenmast was the last to go, and I should fancy that did not go until the Thursday or the Friday.

Do I understand the foremast went first?—The main-topmast went first.

Did the mainmast go first, the foremast then, and the mizen last, as far as you observed?—I think the mainmast went first, but I know the mizenmast was the last that went, and I think the mainmast went next; but I am not quite sure as to that.

Mr. *Cumberland.*] You saw the main-topmast go?—Yes, I recollect the main-topmast going.

Mr. ANDREW BOYD, sworn; Examined by the *Inspector.*

Mr. *A. Boyd.*

you part owner of the ship "North"?—
art owner of the ship "North."
she a Canadian-built ship?—She was a
-built ship.
was she built in 1855?—She was built in

long have you been the owner of her?—
ught her when she came from Quebec to
out.
that the 19th of July 1855?—It was,
outs.
you remember her sailing from Liverpool
e 1865?—Yes.
rge Brown was her master, I believe?—
Brown was master.
long had he been her master?—He had
er master from 1860. My son commanded
d then Captain Trumboll commanded her
yage, and George Brown commanded her
terwards.
long did your son command her?—The
ne was when he brought home the insubor-
troops from India; about 1860.
re was one voyage Mr. Brown did not
Yes.
every other voyage he went?—Yes.
ere had she been principally bound to?—
s to India.
ere had she come from before she started
s voyage on which she was wrecked?—
Manilla.
long had she been in Liverpool before
rted on that voyage?—I daresay it might
ee months—between two and three months
use we did a good deal to her.
re were a good many repairs done to her?

ording to the Register, she was a ship of
ons?—1,238 altogether.
was a ship-rigged vessel?—A full ship-

h a full suit of studding sails?—O yes.
mention to you, and you will see in this
that I bought it from Mr. Duncan Gibbs.
ve 9,000 guineas for her, and she cost be-
e sent her to sea 5,111 *l.*, without putting
n in her. I mention this to show the

she have new sheathing before she sailed
voyage?—Yes, she was new coppered,
may tell you that I think it was 1861; she
was six years old, and I saw some rust coming out from her bolts; I stripped the sheathing off, and found that a great many of her lower deck binding-bolts were bad. I drifted every one of them out, and put in new ones, and then I put on 13 feet of the longest pitch pine planks that I could get round her, and bolted it thoroughly through.

Captain *Hunter.*] When you drove the bolts out that you found bad, did you put in copper?—I put in galvanised iron; we fastened that with bolts of yellow metal.

The *Inspector.*] Then she had been newly coppered before this last voyage?—She was newly coppered when she went out.

And you say she was coppered up to 21 feet aft, and 20½ forward?—Yes.

How high was she coppered midships?—I could not exactly tell that; we draw a line along; it is more from the eye we do that.

Would she be coppered to 19½, or anything like that?—I should say about 19 feet; there is very little sheer.

How was she provisioned when she started?—We generally provision them for 12 months.

Had she provisions on board for 12 months?—Yes.

Have you got an account of the provisions sent on her at the time?—I have not them here.

But you have them at Liverpool?—Yes.

Have you an inventory of the sails?—We shall have it at Liverpool. I daresay her sail bill before she started, for sails and ropes, cost 614 *l.* 18 *s.*

The *Inspector.*] Was that a new suit of sails, or only certain sails that were new?—I examined the sails all myself, and I always send them away with two good suits of sails, and condemn all the others.

Is it your practice to give a new suit of sails every second voyage?—Sometimes in a trade of that kind you find it necessary, and sometimes not to the full extent.

Did you put a full new set of sails on board, or only supply those that you thought were worn?—I only supplied certain sails that I thought were worn.

And the supply of those sails amounted to 614 *l.*?—Yes, and cordage.

Would the supply of an entirely new suit of sails and cordage come to about 700 *l.*, or more?—

Mr. *A. Boyd.*

12 April 1867.

The calculation we always make for a new ship is 157 *l.* for two new suits of sails, with awning and tarpauling, and everything connected with the sail-maker's work.

What would be the calculation for cordage?—The calculation for cordage, standing and running rigging and hawsers, and sufficient stores for the voyage, would be about the same.

That would be 1,600 *l.* if started quite new?—Thirty-five shillings a ton; and then I make no allowance for 150 *l.* that the rigger would require to rig the ship.

You say 35 *s.* a ton would be the full value?—Yes.

What was the value of the sails of the ship "North" when she sailed from Liverpool on that voyage?—We insured her for 6,400 *l.*

The value of the sails?—I should fancy the value of the sails and the cordage.

Give us the value of the sails first?—It may be about 12 *s.* a ton, I should think.

That would be 720 *l.*?—Yes.

What would the value of the cordage be?—The value of the cordage ought to be about the same; sometimes they get new hawsers.

Did you supply new hawsers when she started from Liverpool?—I cannot speak from memory; but there is no doubt they would; we are ship-chandlers and ropemakers, and we do not send them away without giving them plenty of them.

You were the ship's husband of the ship yourself?—Yes.

Do you know at all how she was furnished 'tween decks, and in the cabins?—She was not furnished in the 'tween decks at all; we do not carry passengers.

I thought she had carried passengers?—She had carried passengers to Adelaide and Melbourne.

She took out coals to Aden?—Yes.

The poop, how was that fitted up; the cabins and the poop?—I think I gave about 350 *l.* to fit the cabin up; when she was new, it was a very handsome cabin.

What state was she in when she left Liverpool, as to the furniture of the cabin?—She was always kept well up.

Did you go and examine her yourself, and see everything was right and proper about her at that time?—I always do.

Did you hear, from time to time, from Captain Brown, after she sailed?—Yes, on every occasion; and we were very anxious about him, because he came round the Cape of Good Hope at a time when so many vessels foundered in the dreadful gale.

And did you receive, from time to time, accounts from him, and bills for goods supplied to the ship?—Yes.

And was she provisioned for 12 months?—Yes.

And when that expired she had to have fresh provisions?—It depends a good deal where they go. They are obliged sometimes to employ labour.

Tell us the particulars; first, what sum of money was disbursed on her part by you from the port of Liverpool until she was wrecked?—I can tell you exactly what we expended in Liverpool. After the crew were discharged, the ship discharged, and everything, I will tell you how much money it took to fit her out to send her to sea; 3,463 *l.* 5 *s.* 5 *d.* was what we expended upon her after the crew were paid off, and the ship discharged, and she commenced her outw age.

What was it for?—A great many thin per and other things.

How much did you spend for coppe had a good return, because she was coppe the voyage before, but the bill was 391 /

And besides that, you have to add the the copper you took off her?—Pretty r much.

With what weight of copper per sheet sheath her?—Twenty-two, 24, and 26, and there were 2,600 and odd sheets upo

Can you tell at all how many of thos were 22, 24, or 26?—I cannot.

Captain *Hunter.*] They are generally ir —Yes; the heaviest metal there would of—whether it is 24, or 26 is the heavi not prepared to swear.

The *Inspector.*] About that you ca know?—Yes.

Have you any book from which you us an account of sums drawn on you by tain during the voyage, for provisions an done to the ship?—I do not think there repairs.

Give the disbursements?—She went mein to try and get a cargo; he failed i a cargo, and we sent out orders for him Bassein and load a cargo of rice on ship's which she did. Her expenses were i mein 1,187 rupees, which in round would be 190 *l.*

Was any of that for the clothing of t —No; there is nothing for clothing for t because the captain always draws mone the crew on ship's account.

From the account you cannot tell?— nothing here for the crew.

Then is there anything there connec the provision of the vessel?—Yes; ther rupees for fresh provisions, and there barrels of flour; there are a good ma things; the captain has a *carte blanch* whatever he likes.

When did she come from Moulmei was at Moulmein on 4th March.

Have you got an account of what he e at Bassein?—It is entered in different He has got an account, and this is an current with Ballard Brothers, who consignees.

At Bassein?—Yes.

They would advance him money for wanted, and charge it against the ship?-

Captain *Hunter.*] What is his whole —3,424 rupees; about 342 *l.*

Is the rupee 2 *s.* 3 *d.*?—It was 2 *s.* sometimes a little more.

Was Bassein the last port he touched he came to Queenstown?—No; he w Helena.

Did he take any provisions on boa Helena?—Yes; 51 *l.* worth, I think.

Then he had gone to Queenstown?—T of August she left.

Did she not come there earlier?—Sh day or two there before.

Is that letter from St. Helena (*h letter to the Witness*)?—Yes; she was at St the 16th July.

I think about 40 *l.* in round numbers i provisions out of the 51 *l.* at St. Helena? is an account for provisions in Queenstov

Mr. *A. Boyd.*

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s that the account you had from Queenstown various matters supplied to the "North" e she was there (*handing a paper to the Wit-*)?—Of course.

hat amounts to 126 *l.* 9 *s.* 6 *d.*?—Yes; I think e was another account of 23 *l.*, but I speak t from memory.

id the captain draw upon you from Queens-n?—Mr. Seymour drew upon us.

le is your agent there?—He is Lloyd's agent, has had a good many of our ships.

le was the agent for the ship at Queenstown? es.

le drew upon you for that amount?—Of rse.

he next thing you heard of the ship was that was on the Goodwin?—I was at Gravesend he time.

id you go off to her?—No; my son sailed tide from Gravesend.

he mate, Andrew Boyd Baird, is your ne-w?—He is my grandson,

Where is he?—He has gone to Calcutta.

nd he sailed when?—In January. He ht to be home in nine months.

ould you yourself form any judgment with ard to any of the articles that might have e from the "North;" could you tell a piece rope, whether it came from the "North," or iece of canvas?—I have a pretty good know-ge of things.

ou could not speak to it?—No, certainly not. he only thing you can say is, you have seen h things on board a ship?—Yes.

n the 2nd of September, do you remember captain coming back to Liverpool; were you iverpool?—I was at Liverpool, but I do not llect the date.

ou remember the captain coming from Dover iverpool?—Yes.

ou know he then paid the men their wages? e paid the men their wages.

hrough him?—Yes; and our clerk.

o you know he deducted a certain sum of ey for purchases made by them at Queens-n, clothes bought by the crew?—That I do know; that would be a transaction between and the men.

lave you got a clerk called Hickson?—Yes.

id you know of Hickson giving the captain a que to send to Queenstown?—No.

id you yourself at that time, send any cheque ueenstown?—Not that I am aware of.

ou have no account of it in the book?—No; vould get plenty of money from us when he e to Liverpool.

s it not usual when sailors on a ship buy gs at an out-port, that the captain draws upon owners for the amount of those things; would person who supplies those goods trust the tain of the ship?—I should say not; but they erally draw upon themselves for their own poses, and then they pay for what the men and charge the men; that is the usual way.

aptain *Hunter.*] How do you consider the ain would pay these tradespeople, from whom men had clothes?—I never paid them in that l of way; I do not know what other people

hey say a vast quantity of clothes were ght at Queenstown; they would not be bought out being paid for, and the captain would have money in the ship?—It is not likely.

ow would they get things without the money? 389.

—They must have trusted him; it is an irregularity.

The *Inspector.*] There is evidence that a number of things were bought at Queenstown by the men?—We know nothing about it.

You do not know I suppose who paid the captain the money, in order to pay the men's wages?—Yes.

Did you pay it yourself?—Yes.

Can you tell how much you gave him for wages?—No; it is in our day-book, it is not passed into this, because we cannot post the voyage up yet.

Can you tell by calculation at all, what sort of sum it would be?—It would be 500 *l.* I dare say.

It would be a good deal more than 150 *l.*?—Yes; I can tell how much I gave him the voyage before to pay his wages when they were done; I gave him 541 *l.* at one time to pay the men, just when he came in, and then his balance of wages afterwards came to 191 *l.*

Then about 550 *l.* you probably paid him?—That is it thereabouts.

Mr. *Cumberland.*] Did you consider that this ship when she went to sea, as you were the ship's husband and owner, was well found in every way?—Yes, I did.

No deficiency in any respect with regard to stores, fittings, sails, and cordage?—No; not that I know of.

The *Inspector.*] Can you tell how many spare sails she had?—She would have two suits at least, and perhaps more.

Had she had any sails besides the two suits?—I dare say she would have.

Do you know?—I examine the sails; if I think there is a sail that will wear a passage I let them take it with them, but generally speaking I condemn them, because they get knocked about and damaged.

Captain *Hunter.*] An old damaged sail will sell for something?—Nineteen shillings a hundred weight.

Would there be two suits of light sails?—She would have two lower studding sails, and four top-gallant sails all in good order.

Did you use sky sails?—I do not think she had a sky sail, that ship.

Then she had two suits of all kinds?—Yes.

The *Inspector.*] Would she have three foresails or topsails, or only two?—She would most likely have three foresails and one old one, that would wear a passage, but she would have two good foresails.

Mr. *Mercer.*] How much of the 720 *l.* that you say was the value when she left Liverpool of the cordage, including hawsers and so on, would represent the value of the standing rigging?—That is rather a puzzling question.

The *Inspector.*] Would it be about half?—It might be about half.

Captain *Hunter.*] I have got the proportion here; the standing rigging generally of a vessel of that kind would be about eight tons, running rigging five tons, and the hawsers two and a half tons?—It is just about half as near as you can judge.

The *Inspector.*] What would be the price of a cwt. of standing rigging?—The price of a cwt. of standing rigging probably would be about 36 *s.* for wire; but for the wire rigging you want a double pass with flannel, and a double service to protect it.

Mr. *A. Boyd.*

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Captain *Hunter.*] You can contract for about 30 *s.* ?—Yes.

The *Inspector.*] What would be the running rigging a cwt. ?—Just now it fluctuates so much, but the Manilla now is 63 *s.* a ton, and the European 40 *s.*

Was there about half Manilla and half European ?—That would depend on the state of the rigging; there are braces and topsails, halyards, and things of that kind that we make of Manilla, but such as bunt lines and clew lines are generally of European rope.

Can you form any calculation of what proportion of the five tons would be Manilla, and what European ?—About two-thirds European, and one-third Manilla.

Captain *Hunter.*] The Manilla being lighter, the difference of price is not so great; the Manilla is about one-fourth lighter ?—No; I have weighed them, and there is not so much difference.

How much difference ?—Not a great deal. I do not believe myself there is anything above 10 per cent.

Do you mean white Manilla ?—Yes; they put a great deal of oil into it, and that makes it weigh in making.

The *Inspector.*] Were the hawsers Manilla ?—Some of the light hawsers would be Manilla, but the big hawser to, tow with, I do not like to trust Manilla.

That is hemp?—Yes.

That is a 12-inch hawser ?—I think it was.

Can you tell us what spare ropes she had ?—I daresay there would be about 30 coils of one kind and another of spare rope when she sailed; but I can send for the list of them.

Can you tell us what spare canvas she had ?—I cannot speak from memory.

I daresay you will let us know what she had on board ?—You shall have the bill copied; we have a disbursement book, and the moment a ship comes into the harbour we enter everything that is expended upon her until she goes away again, and it is posted up into this book, and into the ledger afterwards.

Mr. *Fox.*] Did I understand anything with reference to the insurance ?—I can give you any account of the insurance you wish.

Was the vessel insured ?—Out. Not a penny was insured upon her home; and not only that, but my son owns a ninth of the vessel, and I was not sure whether he would like to run the risk. The premium was high, and we insured a half of his ninth, 400 *l.*, and that was lost, and 100 *l.* that we had on the captain's effects.

Mr. *Mercer.*] What was the cargo insured for coming home ?—It was insured I think for 13,000 *l.*

The *Inspector.*] Can you tell how many bags of rice she had on board ?—I could not say; there would be about 1,500 tons, between 1,500 and 1,600 tons; she has brought home 1,600 before.

What would it have been worth ?—That w be worth 11 *l.* a ton; that is the selling pri it now.

Mr. *Mercer.*] £. 11 a ton includes the pri discharging the cargo ?—£. 11 is the price i ship had come safe back to port; that woul worth 11 *l.* a ton to us.

That includes the expense of discharging That is all we should have got.

What do you estimate the value of the car the time of the wreck, on board ?—The value o cargo at the time of the wreck, on board, wa value it would have brought in the market t

But you would have to discharge it ?— should have had to pay the expenses if we been only the owners of the ship; we have al to pay the expenses of the ship as owners.

You, in your charter party, would agre deliver ?—Yes.

What did it cost at Bassein ?—It was very at Bassein; it cost us nearly 9 *s.* free on bo then there is the insurance at 7 per c and then there is the evaporation at per 5 per cent.

The *Inspector.*] What rate of premium did give for the insuring of the captain's effects think it was 7 per cent.

Captain *Hunter.*] That was by time ?—W she was lost.

The *Inspector.*] But it was insured by time No.

Captain *Hunter.*] Seven per cent. for the sage out ?—Seven per cent., I think, from A to a rice port and home.

Then they would ask a great deal more for ship ?—We would not insure the ship; they a us too much.

The *Inspector.*] What did they ask for ship ?—There was a little chaffing about it, we said, "If you will insure the cargo at the we give, we will take the ship."

At what rate did you insure out ?—The mium that we insured out, to the best of my collection, was 70 *s.*; they always charge a rate for coals for fear of fire.

Mr. *Fox.*] You own several other ships, I lieve ?—Yes, a few.

I will ask you whether the best suit of sail one voyage would not form the second suit the next voyage ?—It depends entirely on cumstances. I have got the disbursement this book, where the fitting out on a similar age differed 300 *l.* or 400 *l.*, according whe the vessel has been in very bad weather; and haps the newest sails may be condemned afte voyage, because it may happen to have been one time and knocked to pieces.

In your estimate of refitting, have you incl all the labour?—The disbursements incl everything

THOMAS FOSTER, sworn; Examined by the Inspector.

T. Foster.

Do you live at Deal ?—I do.

Are you a marine-store dealer ?—I am a fishmonger.

Are you a marine-store dealer ?—Yes.

Do you keep books as a marine-store dealer ?—Yes.

Have you got those books here ?—Yes.

Let me see them. (*The books were handed to the Inspector.*) Do you keep the books yourself ?—Occasionally; my wife sometimes k them.

You can read and write, then ?—A little.

Did you keep separate books for your r and separate for your canvas ?—No; all in book.

You do not seem to have any entries in book before 1867 ?—I have got it here. (*Witness handed another book to the Inspector.*)

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. down that page; is that page in your iting?—No; not the first part of it.

Mrs. Foster's?—Yes.

ou do not happen yourself to enter the do you give Mrs. Foster an account of ou have bought, and the persons from ou have bought it?—Yes.

ought she to enter it in your book accord- he account that you give her?—Yes.

ou make it your practice either to enter f every transaction you have of rope, or to er enter it?—Generally speaking.

ou remember the wreck of the "North"? ; I have reasons for it.

s this contain the account of your canvas tions as well as the rope?—It does.

the 6th and 7th of September, did you James Arnold and William White to o waggon loads of rope to Mr. Phipp, at e?—I did.

you written to Mr. Gould, Mr. Phipp's n, to tell him you had got rope for sale, you sent those waggons?—I do not think

you often sold rope to Mr. Gould?—The ven or eight years; I do not know to a

n whom did you get that rope that you e 6th and 7th of September to Mr. Gould? nnot tell who I got it from altogether; I it was in my book.

en had you sent any before to Mr. Gould? ink it was in June.

e the 30th, was it?—I cannot say; I can- collect whether it was June.

you remember what quantity you sent to Gould in June?—Two or three waggon three or four waggon loads, perhaps.

you remember what price rope was in —I think it was 11 *s.* 6 *d.*

you remember the amount of the cheque t from Mr. Gould on account of that sale e?—I do not remember.

you keep an account book?—No; I do not ow much money it was.

you tell whether it was one ton, or two r three tons?—Most likely it was two or or three or four tons.

at was your practice with regard to your Mr. Gould; did you wait until you had arge quantity of rope in your store, and ear it out and send it to him?—Yes.

you accumulate, on an average, about a ry month?—You cannot draw a line; some I would get two tons; another month I not get above a ton, or half a ton.

king an average, should you say, upon the you got about a ton a month?—Yes, I o.

you sell all your rope to Mr. Gould, or u sell to other people?—I have sold a gaols, to pick into oakum, occasionally.

t quantity have you been in the habit of to gaols?—Perhaps twice a year, half a

t gaol?—Sandwich.

he 3rd of September there is an entry of h," from whom you buy 5 cwt. of rope; at part of the rope that you sent to Mr. the 6th and 7th of September?—I cannot

you send all the rope you had in your o Mr. Gould that day?—No.

t quantity had you got left?—Four or 9.

five or six tons; four tons, perhaps; I cannot tell to a ton.

Had you sent all you had away in June to him? —I think I had pretty well cleared out in June.

Did you not send, on the 6th and 7th October, over three tons of rope to Mr. Gould?—No; I did not send any in October.

In September, I mean?—I think it was about three tons.

Did you send 3 tons 2 cwt.?—I think it was about.

Now take your book and show me where you had one single fraction more rope in your store at the time you entered it?—Yes; I can make over three tons of it.

You say you had four or five tons left; you sent three tons away, and you say you cleared out your store in June, and sent away over three tons?—I said not exactly so in September.

I asked you the question, whether you had pretty nearly cleared out your store in June, when you last sold to Mr. Gould, before the September sale, and you said you had pretty nearly done so?—Pretty nearly.

I ask you about June, and that is your answer? —Yes.

What do you mean by telling me when you sold over three tons to Mr. Gould, in September, you had still four or five tons left?—I had a good lot left; I do not know how much; I did not weigh it.

Is there more than 1 ton 19 cwt. of rope entered in that book as having been bought between the 30th June and the 3rd of September?—Yes, I think there is.

Where did you get the rope extra that you sold to Mr. Gould; that is not in your book?—All I can say is, I bought it.

And you did not put it down?—I was knocking about with fish and many things, and might omit to put some down.

You put 1 ton 19 cwt., and omit 1 ton 4 cwt; you omit to enter that in your book at all; can you give any explanation of that at all?—No, I cannot.

Upon your oath, was there one atom of rope left in your store after the second journey in September?—Yes; there is always some left; I never clear it quite out.

Was there 1 cwt. left?—Yes, more.

Who is Marsh you bought 5 cwt. of on the 1st of September?—He is Marsh.

But who is he?—A waterman.

What boat does he belong to?—I do not know he belongs to any boat.

Has he got any boat of his own?—No.

Where does he live?—The north end of Deal.

What is his Christian name?—Henry.

Did he bring it you?—He brought it out of a ship.

Out of what ship?—I do not know.

How did he bring it to you?—He got it out of a ship.

How did he bring it to you?—He brought it me in lumps.

Did he bring all this, 5 cwt., at the same time? —Yes.

Are you sure about that?—Yes.

Quite sure about that?—Yes.

Was it Manilla or European hemp?—It is down there whether it is Manilla.

As far as your memory goes, was it Manilla or European?—I think it was European.

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Mr. *Mercer.*] When you buy cordage you put rope?—Yes.

The *Inspector.*] Having called your attention to the fact that you bought that on the 3rd of September, will you undertake to say that you did not send that very rope to Mr. Gould the 6th or 7th?—No; that I will not.

The next entry is Staunton; how much did you get from Staunton?—Two quarters.

Who is Staunton?—He is a boatman.

What is his Christian name?—John.

Is he a pilot?—No, a boatman.

What boat has he got?—He has got no boat that I am aware of.

Everybody at Deal has either got a boat or belongs to one?—Not half.

Where did he bring it to you from?—He got it out of ships.

Did he bring it to you in your stores?—Yes.

What time of the day did he bring it?—I do not keep it in memory.

What time did Marsh bring his?—In the day.

How did he bring it?—In lumps.

In quarters, or in a barrel?—Open.

In his arms, carrying it?—Yes, him and some more.

Who were the others?—I do not know; several bring it.

Let us have their names, you remember them?—No, I do not.

Who did you pay?—Marsh.

Are you quite sure of that?—To the best of my knowledge.

Do you say you cannot be quite certain whether you paid Marsh the money, or anybody else?—It was his name I booked it to.

Did you pay him?—Yes, I think I did.

How much did you pay him?—I cannot recollect that.

Did you pay him in gold?—Most likely.

Did you, or not?—No; I cannot remember.

You do not remember what time of the day he brought it?—No.

You do not remember who came with him?—I do not remember the parties.

You do not remember whether you paid him?—No.

And you do not remember in what coin you paid him?—No.

On the 28th September did you write that letter to Mr. Gould (*handing a letter to the Witness*)?—My wife did; it is her handwriting.

By your dictation?—Yes.

I will read the letter: "I have about four tons good hard rope, and some Manilla," &c. Between the time of your sending rope to Mr. Gould on the 7th September and the 28th of September, how much had you bought?—I cannot tell how much I had bought.

Did you enter the best part of what you bought in your book?—I generally do.

And you had four tons the 28th of September?—About four tons.

Cast up that and see if there are more than 5 cwt. in your book between the 7th September and the 28th October; do not take in the 1st of October with Riley?—I never had a clear out.

Is there more than 5 cwt. of rope entered in your book?—No.

Where did you get the other ton 15 cwt. from?—I bought it.

From whom?—I put it all down, as far as I could recollect.

What is the use of telling me that; you write a letter the 28th of September, telling Mr. G... you have four tons of rope for sale, and dow... your book there is 5 cwt. 1 qr. entered, and t... you tell me you enter everything you can ... member?—I did not clear it out. I can b... the witnesses forward, some of them, of who... bought it.

We shall be glad to have the witnesses, ... where it came from; those are the very per... we want; I want you to tell me who sold ... the 3 ton 15 cwt. that you have not put dow... your book?—Erridge is the chief party I h... them from; I have more from him than any ... in Deal.

Did you buy anything from him in Septemb...—Very near every day in the week.

Why did you put it down in September if ... did in August?—I might have omitted it.

How much did you buy of him in Septemb... I cannot remember.

Did you buy a ton or two in the month ... September?—Most likely; I did not buy ... tons.

Did you buy a ton?—Perhaps I might.

Where did you buy the other?—I cannot t... there is the book.

The book tells nothing; every page is ... out of that other book, except the entry ... begins this year; what was in that book, in ... pages that were torn out?—I do not know ... never had them, I bought it at a sale.

Did you tear the pages out yourself?—No.

Mr. *Mercer.*] Why did you have two boo...—They told me to get a new book.

The *Inspector.*] Who told you to get a ... book?—Mr. Stokes, or some one.

That was when they came to see whether ... had any of the "North" property?—Yes.

Did they take this other book away?—Yes.

Who was the party that had got about ha... ton?—Half a ton of what?

Half a ton of canvas, I suppose it was?... should have gone round and had a look; one ... a hundred or two, and another a hundred or t...

You say in your letter to Mr. Gould, "I kn... a party"?—Riley had about 2 cwt., and I ... about 1 cwt.

Did you know any person who had half a t...—No.

You had some, and Riley some?—Yes, an... man of the name of Mackay had some.

Altogether did that make half a ton?—So... where thereabouts.

On the 1st of October, did you send ... Mockett and May two loads of rope and can... to Mr. Gould?—I did.

And did you go with them yourself?—I di...

Is that rope any part of it (*referring to rope in Court*)?—I cannot tell; and I am sur... have seen that gaskett thing, I think, before.

Have you ever seen the block strop before?... No; not to my knowledge.

Did you see the police at Crabble?—I did.

What passed between you and the police?

Mr. *Mercer.*] I should request the poli... man to be out of Court while this answe... given.

The *Inspector.*] If Mr. Mercer makes t... application, it will be granted.

Mr. Brett left the Court.

Did you take any canvas with you to Crab... then, that day?—On the 1st of October?

Y...

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es?—No, I do not think there was; I forget. ust refresh your memory, and think about it; r memory has been pretty well worked upon subject?—It has; I do not think I took any as to Crabble the 1st of October.

id you send any canvas to River the 1st of ber?—I think it was all rope, to the best of knowledge; I cannot charge my memory with .

et us hear what passed between you and the e?—They asked me where I got it from.

Where did you see them first of all?—First at turnpike at Buckland, but nothing passed ween us.

id your carts go through the turnpike gate Buckland?—No.

low came you there?—I went round the ntry road.

our carts went the country road?—Yes.

Had they passed the Buckland Gate?—No, we them standing at the mill door.

id you go back to the turnpike gate?—Yes, went back.

nd left the carts there?—Yes, went for a k, because the men were gone to dinner.

id you go to Mr. Ashdown's mill?—I never t to Mr. Ashdown's mill.

o you mean to say you left your carts at bble, and walked back to Buckland?—Yes.

low far is the Buckland Gate from Crabble? erhaps five minutes walk.

When you got there you found the policemen? es.

Who were they?—They were detectives, Mr. tt and Mr. Coram.

Was Captain Simpson with them, then?—I not see them at that time.

Who began to speak to him?—They never ke to me, not then.

id you speak to them?—No.

low long did you stay at Buckland Gate after saw them?—Only a few minutes.

hen you walked back to Crabble?—Yes.

id Mockett and May go with you?—Yes, y went with me.

id they leave anybody with the carts?—No.

ou went to Crabble after the carts were unded?—Yes.

nd the police came up after the carts were oaded?—Yes.

Who spoke to you first?—Mr. Coram, I think.

id you know him before?—I had seen him.

What did you say to him?—He asked me ere I got the rope from.

Were you in the store at the time?—I think as outside.

Had the rope been weighed at the time?—s, all weighed.

Had they gone into the store to see it weighed? No.

ou got up and had it weighed?—Yes; and re in the act of starting.

hey asked you where you got it from, and at did you tell them?—I bought it and paid it.

What did they say to that?—They said they ught it was part of the seizure of the ship orth;" I said "it is not, for I have had it by , some of it for months."

Anything else?—Nothing else particular.

Had you sent one of the men on to River?—s.

Who was that?—Mockett.

Had you made arrangements with him that you were to go to River yourself?—I did.

Did you go?—No.

Why not?—Because I took a second thought; my wife was ill at the time, and had just been confined, so I went straight home.

How long would it have taken you out of your way to go home to have gone to River first before you went home?—I do not know; half a mile perhaps, or a mile, I do not know.

You suddenly thought your wife was ill, and therefore you thought you would go home at once?—Yes.

Did you go home?—Yes.

Did you send a message up to Mockett?—No.

You are quite sure of that?—Quite sure.

No message at all?—No message at all.

Had you agreed with Mockett as to what amount you were to pay him?—Yes; I generally do.

What did you agree to give him?—Ten shillings a load.

Is that what you generally give?—Yes.

Had you told him how many days you should want him?—I think I told him I should want him two or three times.

Where was this rope you took on the 1st of October loaded from?—From my store.

Any other person's store?—No.

Take care?—No, I think not. Not the 1st of October, I think not.

Did you buy any rope the 1st of October?—I do not think I did the 1st of October.

Did you buy any from Riley?—Yes, on the 3rd.

Did you enter it as if it was bought on the 1st?—No, I did not enter it.

What quantity did you buy from Riley?—A large quantity; I do not know how much.

Was it 5 cwt. or 10 cwt?—More than that, I think.

Twenty cwt.?—Pretty well 20 cwt. I should think.

Was it 30?—Quite that.

Quite 30?—I cannot say it was quite 30.

Did you pay him for it?—Yes.

How much did you pay him?—I paid within 1 *s.* a hundred of what it fetched at the mill.

What did you get at the mill?—11 *s.* 6 *d.*

What did you pay him?—10 *s.* 6 *d.*

Are you sure of that?—Yes; as far as my memory will let me go.

How did you pay?—In money.

A note?—I cannot say whether a note or gold.

Where did you pay him?—In his house.

You have entered it here as a transaction on the 1st of October, that is incorrect, is it?—I cannot remember anything.

Did you buy any on the 2nd?—Yes, I bought a large quantity on the 2nd.

Where did you buy that?—At No. 1 battery.

Was there a sale there?—Yes.

Is there a sale room at No. 1 battery?—No; a wreck stranded.

What was that wreck?—A Portuguese schooner.

Did you buy all the rope belonging to her?—Pretty much all.

That was 33 cwt.?—I think somewhere about that, but I cannot tell; it is down in the book.

£. 16 10 *s.* you seem to have given for it, that would be 10 *s.* the hundredweight?—Yes.

Did you buy any rope of Henry Marsh on the 2nd of October?—I do not know.

T. Foster.

12 April 1867.

It is down here three cwt. of rope on the 2nd of October?—I bought it of so many people; I am in the habit of buying every day.

Did you buy it of Marsh?—If it is down Marsh, I bought it of Marsh.

Did you go yourself to Crabble or River that day?—No.

Did you write that letter to Mr. Gould, or did your wife write it on your behalf?—It is my wife's handwriting.

And you told her to write it?—Yes.

And she wrote a letter for you at your dictation on the 1st of October?—Yes.

What do you mean by this part of it, "I enclose the two bills of to-day; the waggon will be there in the morning with the remaining." How much rope had you left in your store?—The 2nd of October?

This is written the 1st, and you were going to send another load on the 2nd; how much had you left?—About two tons and a half in my own store, or a little over it; what I had from Riley.

That is about four tons altogether?—Yes.

"If you can give 19 *s.* a hundredweight for the canvas as it runs, I will send it down next week; do not take any notice to the parties to-day." What do you mean by that?—The policemen that stopped me; I thought no one could interfere with the sale of stuff I had; it was all worn-out stuff, every bit of it.

Then you wrote this the 2nd October to Mr. Gould: "Sir, I shall send two loads more rope, canvas, and Manilla to-morrow; please send all particulars, &c."?—And I have an answer that Mr. Gould sent me.

Have you got his answer to the letters of the 1st and 2nd October?—No, I have lost them somewhere; these are all his handwriting. (*The Witness produced some letters*).

The next day, the 3rd, did you send some more rope and Manilla to Crabble and River, and did you also send some canvas?—Yes.

Coming altogether to 9 cwt. 5 lbs. of canvas?—Yes.

Where had you got the canvas from?—I got some from Mackey, some Riley, and some I had myself.

Riley's is 4 cwt. 2 qrs. and 22 lbs.; that was sold at Riley's?—That was all in my lot.

There is canvas, 3 cwt. 2 qrs., did that belong to you?—Yes, it did, I think.

From whom did you get that?—I picked a good deal of it out of the rope, as it came into the stores.

You mean the rope you had was rope attached to sails?—No; it comes, and there is sometimes half-a-dozen pounds among the rope, and I pick it out, and save the canvas by itself.

Were there any large pieces of canvas among the rope you sold?—Not very large.

What was the size of the largest piece?—I cannot say; I did not measure it.

You can measure it with your eye?—I never had it spread out in a lump.

Can you tell at all from whom you bought it?—Only the book; that is all I can tell by.

Between the 22nd June and the 3rd October you did not buy any by the book?—I generally save the canvas; I do not take it down above once in a twelvemonth.

When did you sell any before?—Not above a hundredweight.

When did you sell any afterwards, the next time?—Not long ago, but how long I cannot say; a fortnight or three weeks ago.

But you sold some before that?—Just after Christmas.

Did you sell rather a large quantity of canvas in February to him?—I sold some canvas the 5th of October, I recollect, 1 cwt.; that was a large piece.

Can you tell where you got it from?—Yes.

Where did you get it from?—I bought it from Mackey.

Who is Mr. Mackey?—He is a marine store dealer in Deal.

You have not entered that in your book?—Then I forgot it.

Can you tell me where you got that 3 cwt. and 3 qrs. of canvas from?—If it is not in the book, I cannot; only by picking out a piece at a time.

This rope that you bought, either from Riley or anybody else, could you tell whether it was rope to which sails had been attached?—It was all worn-out stuff, a lot of it.

There was no rope among it?—Not that I could see; there was a difference in pieces of it.

Was there no rope of any length?—Yes, some lengths might be 20 or 30 fathoms long, or 40 or 50 fathoms long; and that that went the 7th of September was 100 fathoms long.

And it was all worn-out rope?—Yes.

Did you see the policemen again the 3rd of October?—I did not go on the 3rd.

Did you not go with Mockett and May yourself?—No, I did not.

When did you next go?—I went on the 5th of October.

Did you talk to Mr. Gould about it then?—Yes.

You wrote to Mr. Gould on the 2nd, to tell him you did not want a cheque?—I was in no hurry for it.

And you write this letter on the 5th: "Sir I have sent you a copy of the bills of rope and canvas I brought to River to-day, and if the cheque is not forthcoming by Tuesday next I shall take legal proceedings." You were in a hurry then?—Yes, because I saw the police men, who said it belonged to somebody else and I knew it did not; I knew it belonged to myself.

Then you write on the 7th: "Sir, not receiving any account," &c., &c. Do you think you have given a satisfactory account of how you became possessed of it?—I think I have.

Mr. *Cumberland.*] You said that some of these pieces of rope that you sold to Mr. Gould were 40 or 50 fathoms, even 100 fathoms long?—Yes.

Is it usual for you to purchase rope of that great length?—Yes.

Without making inquiries where it comes from?—Generally speaking, when they are of that length they are worn out ropes that go along the bottoms of the nets.

Do not you ever make entries of the persons from whom you purchase it, and where they get it?—I never buy anything of boys, and I never ask the men where they get it from. I never bought from a boy in my life.

When you get portions of sails, do not you inquire of the persons from whom you purchase them, where they get them from?—No, I never make inquiries.

You

ou bought, in short, whatever was brought
ou?—I generally buy of two or three dif-
rt parties, not anybody strange.

ne *Inspector.*] I want you to understand your evidence is valuable. There is an ation made against the people of Deal, that boatmen are in the habit of plundering els, and that in particular they plundered vessel, the "North." I tell you plainly conclusion I have arrived at, and which it be difficult to shake, is this, that portions ne rope belonging to the "North," found ray to Mr. Gould's mill, through your hands. ou cannot account for that, the imputation remain on those with whom you deal, that sold it to you. I ask you to take it into consideration; you have given answers to- that I do not think anybody can call satis- ory. Your books are kept in the most unsatis- ory and nonsensical manner. There are not nth part of the entries there ought to be. It is, after that, for you to consider whether you will not come here, or come to some other place, at some future day, and tell us another story. Now I will ask you this question, from whom did you principally buy your rope?—From Mr. Erridge.

T. Foster.

12 April 1867.

Who is Mr. Erridge?—He is a Deal boatman, and has a boat called the "Susannah."

Mr. *Mercer.*] When you say got from ships, will you explain what you mean?—They take bread, herrings, and butter, and eggs, and all these things off, and bring lots of condemned stores off the ship; and if you come to my store now, you will see the way it comes on shore.

Mr. *Fox.*] Who was the auctioneer at the sale you speak of on the 7th of October?—Mr. West.

Mr. West, of Deal?—Yes.

[Adjourned till To-morrow morning, at half-past Nine.

Town Hall, Dover.—13th April 1867.

PROCEEDINGS before *M. Bere*, Esq., Inspector, and Captain *Hunter*, Nautic Assessor, appointed to Inquire into the Circumstances connected with the Wre of the "North."

Seventh Day.

JAMES BRETT, sworn; Examined by the *Inspector*.

J. Brett.
13 April 1867.

ARE you one of the Superintendents of the Metropolitan Police?—No; a detective serjeant of the City of London police.

When were you first consulted about this business of the "North"?—On the 28th September.

From whom did you receive your instructions?—Mr. Harper, the secretary of the Lloyd's Salvage Association.

On the 28th September did you go down to Deal?—I did.

Was that in consequence of instructions from Mr. Harper?—It was in consequence of instructions from Mr. Harper to place myself in communication with Captain Simpson, Lloyd's agent at Deal.

Did Captain Simpson go down with you?—No, he had been down some time before.

Had he been staying at Deal some time before you got there?—Yes.

Did you do anything at Deal the 28th of September?—No, in fact I only arrived late the evening of the 28th and the morning of the 29th, and came at once with Captain Simpson to Dover.

Then I believe you made certain inquiries which resulted in Wilson being apprehended and brought before the magistrates?—Yes.

During the course of those inquiries, did you go to various marine-store dealers in Dover?—Yes.

Dennis, Barber, and Dowell?—Yes.

Anybody else?—Yes, a man named Keating, in consequence of a statement made by Barber.

What had Barber told you about Keating?—On the 29th I saw Barber, after leaving Dennis, and made inquiries of him whether he purchased any rope, canvas, or ship's stores, and he said "No" in the most positive manner several times over; but he said he had heard of a man who had some for sale, a man named Keating, and he had been told Keating had some sails for sale, which he believed came from the "North." We found it was nothing of the kind.

Did you see the goods in Keating's store?—Yes, we examined it.

I suppose the mate was not with you?—No.

There were no persons with you who could identify the entries?—No person who could identify the property.

How were you enabled to judge whether in Keating's store there was any property of the "North" or not?—There was so little of any sort or kind; it was a very small place, a little shed in the yard, and perhaps about 20*s.* worth of property.

Did you examine the books of all the marine-store dealers?—All except Keating; that was late at night.

Did you find any of them could, read or no —In Dover they all said they could not; Den said he could not, but he produced a little pen memorandum book in which two or three entri were made, and he said he had made the although he could not read or write.

It was a courtesy to call it writing?—Yes.

Did you see Barber's book?—Yes, he produc a book.

Did you see the black book which has be produced here?—I believe I saw that one.

Did you see any other?—Only that one.

Did you see the book John Smith produc yesterday of Dowell's?—Yes.

In any one instance did you find a bo properly kept in accordance with the Act Parliament?—Certainly not; not here nor Deal. The only place where I found a proper kept book, was a place at Ashford. I have be all through different parts of Kent examining t books, and there is not a place where it is proper kept.

At any of the marine-store dealers that y searched, except Dennis, did you see any proper that you had reason to believe belonged to t "North"?—No; in fact, I was not in a positi to judge.

Did you see large quantities of stores of ro or canvas at any of these places?—No, not lar quantities.

Can you form any idea what amount of sto you saw at any one place?—A very small quanti indeed.

Was there anything like a ton of rope canvas at any of them?—Not at any, except t wholesale people, such as Langley's at Ashfor

I mean at Dover?—No; at Dennis's sto there was a quantity of new rope and shi stores, but not a great deal of old. He account for it by stating that he purchased a little of o and a little of the other. We could not cont dict him, but gradually we got the differe things that were produced at that time, piece piece. After telling us over and over again had no more, he acknowledged to having two the blocks belonging to the "North." Then found nine others which matched with the pai and strops belonging to it, and he admitted th they came from there.

Were there any block strops round tho blocks?—Not at the time.

Did you find any block strops among the ro you got at Dennis's?—Yes.

Were there any coloured in a similar way that you see lying there?—Yes, a large quantit When I say a large quantity, perhaps half dozen or 14 blocks.

I belie

ieve you also found some belaying pins
ing to the "North"?—I did.
Prebble's son had those?—Yes.
the exception of what you found at
's and Prebble's, did you see anything that
re led to believe, either by what you
n, or have known since, was property
ng to the "North"?—Not in Dover.
that on the 29th September?—Yes.
you go on that day to River?—I did.
did you see Mr. Gould?—I did.
did he show you a letter he had just re-
from Foster?—Yes.
you go with Captain Simpson to River?—
d Superintendent Coram.
Mr. Gould showing you the letter received
oster, did you instruct Mr. Gould to write
ter and tell him to come?—Yes, in answer
letter.
that all that passed between you and Mr.
then?—He gave me a copy from his book
entries on the 6th September, of property
oster had sent to him.
he tell you at that time that the rope that
en sent by Foster, the 6th and 7th Sep-
r, had been used up?—Yes.
you do anything else that day; did you
Mr. Ashdown's?—No, I did not, I returned
l that night.
the 30th what did you do?—That was on
unday; I came to Dover and saw Mr.
the harbour master; went on board the
ir steam tug, and there saw a small por-
of property that had come from the
h."
o told you that property had come from the
th"?—The captain.
tain Mansell?—Captain Mansell.
at was it, canvas and rope?—Canvas.
vas only?—Canvas only.
at quantity of canvas was there?—Not so
as there is there. (*Referring to that on the*

ere was it?—It was down in the forecastle;
fetched it up.
did not see whether it was hidden?—No,
l not.
l you go on board and ask if there was any
rty belonging to the "North"—Yes.
y said there was?—Yes.
d produced this canvas?—Yes; and also
s of two blocks that were at a man named
on who was in partnership with a man who
een examined.
len?—Yes.
s there any rope shown to you on board the
s belonging to the "North"?—Yes.
l you search the tug at all, or take their
?—We took their word; I believe they
what was true.
s that all you did on the 30th?—Yes.
l you go back to Deal or stay at Dover?—
ed in Dover.
next day you were before the magistrates
—Yes.
d Wilson was eventually committed?—He
at day remanded, and after the remand I
to Crabble with Captain Simpson and Mr.
n.
l us where did you first of all see Foster?
the mill at Crabble.
e you quite sure about that?—Quite sure.
s that the first place you saw him?—The
lace and the first time.
.

Did you stay any time at the Buckland turnpike-gate?—Mr. Coram had placed a man on the road, as he expected the waggons to come in that direction, to watch and see what came along the road towards either of the mills. *J. Brett.* 13 April 1867.

He is the policeman of whom Foster spoke as being at the gate?—Yes, it was one of the Dover police.

You were not with that policeman?—No.

You then went to Crabble?—We went to Crabble and found Foster there.

Were Captain Simpson and Mr. Coram with you?—Yes.

What passed between you and Foster at Crabble?—They were inside when I went, and seeing the waggons I imagined who they were, and said to Mr. Payne, "Who are these parties"? and he said, "This is Foster." I should say I had seen Payne on the Saturday; and he said, "I do not know who the other party is." I said, "I want to put a few questions to you; first of all I will tell you who and what I am. My name is Brett. I am a detective officer from London. You have brought large quantities of property to the mill, rope, and other ships' stores, which I have reason to believe were stolen from the ship "North" that was wrecked on the Goodwin on the 29th or 30th August." He said, "I have brought nothing, and I have bought nothing." I said, "On the 6th and 7th September you sent large quantities by a man of the name of James Arnold and another." He said, "I have done nothing of the sort." I then took out my papers and selected a piece of paper, a copy that I had had from Mr. Gould's book, and read it to him; this is the piece of paper. I read the different items, and said, "James Arnold brought that and said he brought it for you, and he received a cheque made payable to you. What do you say to that?" He said, "If Arnold says I brought that, he has made use of my name; I never sent it at all; I know nothing about it." I said, "You will have to tell me the names and addresses of the different persons that you purchased this from." He said, "I have not sent any." "Very well," I said, "you have brought some to-day; two waggon-loads; where did you get that from? that, I believe, also to be a portion of the property stolen from the ship 'North.'" He said, "I shall not tell you any names or any addresses of anybody; I will see you damned first. Do you want any more of me?" I said, "Yes." "Then I am off," he said, and all the time he was very agitated, and in fact frightened and trembling, and was trying to get the horse round away from me. He did at last, and he said, "Do you want anything more of me; I have my business to attend to, and I cannot stop here with you," and saying so, he got into the cart, May on one side and he the other. They whipped the horse into a gallop, and went away as fast as they could; I then went on to River.

Whom did you see there?—Stephen Mockett. I questioned him as to whether he brought any.

Had you seen James Arnold before this?—No.

How did you know that James Arnold had bought it?—Mr. Payne had told me.

And Gould informed you he had given Arnold a cheque for Foster; had you searched Foster's stores before this?—No.

Did you go to Deal in the evening?—That evening I telegraphed to Deal.

J. Brett.
13 April 1867.

When did you go?—I should tell you that when I saw Mockett, he had been sent on to Deal by Foster to wait there for him to come, as he was coming to get the cheque, and he was to have a pint of beer until he came, and when I told him Foster had gone home, Mockett got in his cart, and he went home too. I returned to Deal that night.

When did you first search Foster's stores?—I never searched at all.

Did you never go into it?—No.

Do you know whether any police ever did?—No police did. I had no warrant, and he was not in custody at the time. I endeavoured to see Foster that night, but could not. I went to his house and his stores; but his stores were locked, and I went to the superintendent of police.

Is that Superintendent Parker?—Yes.

Then you did not do anything about Foster that night?—I had given some directions as to what was to be done with respect to his stores, but I did not do anything myself.

You had given directions that the store should be watched?—Yes.

To whom had you given those directions; to Parker?—Yes.

Were you at Deal on the 2nd October?—On the 2nd I went to Sandwich.

And communicated with Superintendent Stokes?—Yes.

Did you make any search at Sandwich?—I made inquiries of the different marine-store dealers, and persons dealing in such things, and I there saw a man by the name of East.

An inn-keeper?—Yes.

He gave you some information with regard to Foster?—He did.

Did you find there was the same peculiarity about the Sandwich marine-store dealers, as there was about the Dover; that none of them could read or write?—I think there are only two there, and they are in a better way of business. One marine-store dealer is in a large way as a furniture dealer as well, and a respectable man.

He is a man who can read and write?—Yes.

When did the mate first join you?—On the 4th.

Up to that time you had no means of identifying the property, if it had been the "North's," that you saw there?—No.

At these stores, at Sandwich, were there a large quantity of old stores?—No, not a large quantity; a small quantity.

What do you mean by a small quantity; two or three hundredweight?—Perhaps, put them altogether, they would not fill a waggon. Dowell, up here, has rather a largish store.

You mean, put the whole of Dowell's and Sandwich together, and they would not fill a waggon?—No; I mean each.

You found nothing at Sandwich that you suspected belonged to the "North," and then you came back to Deal?—Yes.

The same day did you go with Captain Simpson and Mr. Coram to Buckland Mills?—Yes.

And did Mr. Ashdown produce some canvas?—He did.

Did you have that put aside, and then did you go on to River?—Yes; Mr. Ashdown had put it on one side before he went. He said he thought it was better.

And he put it aside on that account?—Yes; I went on that day also to Crabble and River, and saw Mockett and May again, and learnt they the day before brought two more loads.

The next day the mate came?—Yes.

Did you go with him to Mr. Ashdown's, a Crabble and River?—Yes, I did.

At Mr. Ashdown's was the mate shown canvas?—Yes, he was.

What did he say about the canvas?—picked out large quantities of it.

At Mr. Ashdown's?—Yes; and we ha portions undone. They were tied up in bales. He had them opened, and in each of bales, both that which came from Dowell's Barber's, he picked out large quantities tha could positively swear to.

Did he show you any marks by which he enabled to swear to it?—Yes, on many o pieces.

Is there any mark on that canvas?—Yes.

Can you point it out?—I do not think I I do not know what his particular marks are there are marks on everything here.

Captain *Hunter.*] There is a stripe in middle; is that the mark?—No; one thing looked at is their own canvas mark, the red through the middle, but that is not the he identified it by. It is a thing in the ma the repairing, and sewing, where they wer done under his own inspection, and he wa storekeeper.

He generally has supervision over the and he knew them by the patching?—He them by the patching; in fact, to use his words, he said, "I know that as well as I d own coat." He would say, "I have had through my hands hundreds of times."

The *Inspector.*] You did not think it rig bring away from Mr. Ashdown's more than two large bits?—He only brought those as sa of the general bulk.

Did you bring them as two samples he specially point out, or as blocks that he recognise?—Simply as blocks that he recogn certainly samples that he could swear to, a spoke generally as to the blocks.

But he spoke particularly as to those two pieces that are here?—Yes, and positively.

Was there any rope at Ashdown's?—N did not see any rope there.

Was that all that happened at Mr. Ashdo —Yes; I gave Mr. Ashdown directions to it by itself, and not part with it under any sideration, as it was stolen property.

Then did you go on to Crabble?—Yes.

Did you stop at Crabble?—Yes, stopp Crabble.

Did you see Mr. Payne there?—Yes.

Was Mr. Gould there too?—Not on that sion; not when we got there.

Did Mr. Payne show you the rope tha been brought in the 1st and 2nd of Octob Yes.

Was that rope at that time by itself, or been mixed up?—It was by itself in one that came in. The first was packed at the the second in front and on the top; the in front and on the top of that.

Were all these three parcels taken dow spread out in the presence of the mate?— a large quantity of it. There were som waggon-loads there.

How much did the mate put out as rop he could speak to as having belonged t "North"?—I should say as much as wou a waggon-

on-load; that he could speak positively

ain *Hunter.*] About a ton?—I should sup-
; large rope that he knew more particu-
an any other.

: lengths?—Long lengths some of them.

Inspector.] Did he express any opinion as
eneral character of the bulk that he could
k to positively?—He believed the bulk to
me from the "North," and at that time
it was very wet, and a quantity of it
as good as new rope.

you remember at all whether it was the
ieces of rope that were wet, or the short
-No.

you see any pieces of the rope measured?
I do not recollect that we measured any;
oiled lots of it.

you form any judgment as to what the
of the largest piece of rope there was?—I
say some as long as this hall, or nearly;
ieces.

he pick out some pieces to which he could
ely swear?—Yes.

k at those pieces that are on the floor; are
ieces, as far as you can recollect, the ones
e positively spoke to?—Yes, I am certain
he positively spoke to.

tain *Hunter.*] Do you mean the gasket
e block strop?—Yes, he knew it well.

he other pieces of rope that he swore?—
everything that is here; this thing he said
I had through his hands.

s canvas?—He explained this, from the
the yellow paint is rubbed off, and the
is underneath; then, in some of the rope
were the eyes left in that he knew them by.

Inspector.] Did he say whether they had
worked by his superintendent, or not?—

s the rope that he selected as being able to
to put aside, as far as you know?—A
ty of it was; in fact, it was taken. We
d it from there, and took it to Canterbury
trial; a cartload.

er the mate selected the rope at Crabble
u go on to River?—Yes.

d did Mr. Gould show you there a quantity
vas that he bought from Riley and Foster?

s was in bales and bags, I believe, and
he bales and bags opened?—The canvas in
was lying in a heap.

s the heap turned over, and did the mate
ut certain pieces that he said belonged to
ip?—Yes, he did; for instance, that hose
from there.

you see any particular marks on the can-
ny marks of colour?—There is a red stripe
through each piece. We found a small
in all the canvas, but not of that colour;
nd blue and other colours.

he, wherever he found a piece of canvas
red stripe, select that as belonging to the
th"?—No.

vant to know whether he identified it
y because of the red stripe, or by any other
?—No, by other marks, because we came
lots of such pieces of canvas; and he said
s no doubt that is part of it; but I do not
it from the mark in it. It most likely
from the "North."

you remember whether all the bits he
d out as belonging to the "North" had a
red stripe in it or not?—I am not sure, but I have no doubt it had all the red mark in it.

Captain *Hunter.*] He picked it out from other knowledge?—Yes.

The *Inspector.*] When he picked this out was it handed over to Mr. Gould, and did Mr. Gould put it aside?—We brought it away; we brought samples away to the police station, but it afterwards went to Canterbury.

It was taken from Canterbury back to Mr. Gould, as far as you know?—Yes.

Was that pump hose produced at Canterbury?—It was, in court. I do not know whether any evidence was given upon it.

Then you went back to Dover after this investigation, and did you go back to Barber?—Yes, on the 4th.

Did you tell Barber he had sold a quantity of canvas to Mr. Ashdown?—Yes.

What did Barber say about that?—He first said he had not, and Mr. Coram, who was with me, told him he had, and gave him the weight of it and the particulars, and said he must show us his books and explain whom he had bought it of. He first said he kept no books, and could not read or write, and then he produced the book, but there was no entry of this canvas in it, but he said he had bought it of a man named Austin at Folkestone, a marine-store dealer.

Did you also go to Dowell that day?—I went and endeavoured to find Dowell. I had been to his store once or twice.

Did you see John Smith?—Yes.

Did you get any information from him?—Not any.

When you saw Dowell, did you tell him he had sold canvas to Mr. Ashdown, and did you make inquiries about it?—Yes; Dowell came to me at night at the hotel I was staying at, the worse for liquor, and appeared to have been drinking all day. He came, in fact, and abused me for looking after him, and he was not in a state for me to talk about it, particularly at the hotel. He kicked up a row there, and I told him I would see him another time.

When did you see him and inquire about the canvas sold to Mr. Ashdown, and what did he say?—I did not see him at all, because other steps were determined on being taken with respect to him.

The next day did you go to Folkestone and see Austin?—I did.

Who is Austin?—A marine-store dealer who has a pretty good store.

Could he read and write?—Yes, a little.

Did he keep books?—Yes; not very well.

Did you ask him whether he had sold the canvas to Barber?—He said he had not, in the most positive way, and he only wanted the opportunity to come and state so before Barber, for it was a cruel thing for a man to do, to accuse him of having sold a thing he never had.

Was Mr. Baird with you then?—Yes.

Did you go into Austin's store?—Yes.

What was there there?—Rope and canvas, and fat, and a quantity of rags.

What quantity of rope and canvas was there?—A small quantity.

Was it turned over?—Yes.

Could Baird see anything in Austin's store that he thought belonged to the "North"?—No, not anything that he thought belonged to the "North."

Is that all you did on the 7th?—Yes.

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You did not go to see Austin on the 7th?—No, not on the Sunday, that was.

What were you doing the 5th and 6th?—I was at the police court on the 5th with Wilson, and also on the 6th; on both days.

You said it was determined to take other proceedings against Dowell?—Yes.

Were other proceedings taken?—No.

What was the reason of that?—The 7th was a Sunday. We applied for warrants and apprehended Foster and Riley, and, no doubt, in consequence of that the further steps were not taken.

What day did you apprehend Foster and Riley?—On the 9th they were apprehended.

Did you apprehend them yourself?—No.

Who did?—The county police; the county and the borough together.

Do you know who the police were that apprehended him?—Ralph, of the Kent constabulary, and Parker, and Mr. Stokes.

At any time, either after you had procured the warrants or before, was any search made of Foster's store or Riley's?—No.

Why was that?—They were apprehended on the 9th, taken before a magistrate, and then we went to Riley's place and saw his books.

Did you go into Riley's store and see whether there was any rope or canvas there?—No, we had no search warrant.

Why did you not ask for one?—We did not expect to find any, because of these large quantities being taken away.

It is very unfortunate you did not, because Foster swore he left large quantities of canvas in his stores. I confess I do not believe it, still it would be desirable to contradict him. I have not the least doubt it is untrue, but I should be glad to have it confirmed?—We could not have taken it before the 4th, and we then went to find him with the intention of looking into his stores as well as his books. I went from one place to the other several times after he was let out, but there was a deal of confusion in the court.

It was on the 7th you went to Foster's, and on the 8th you went with Baird to Buckland, Crabble, and River, and the bits were picked out and brought away?—Yes.

Did you go to Mr. Clark, of Kingsdown, to get a warrant?—I did, on the 8th.

On the 9th Foster and Riley were remanded on bail?—Yes.

After that you went and saw Riley's books?—Yes.

Could he read and write?—Yes, a little.

And how were his books kept?—Better than most I had seen, still not the proper books. There was not the proper explanation given as to the purchase of property.

Can you remember now as to whether there was any entry of any large quantity of goods sold to Foster the 1st October?—There was no entry of a sale to Foster at all.

Was there any entry of the purchase of sufficient quantities to make up that large bulk?—There was not.

Where there any names in his book, do you remember?—Oh, yes; at that time I was a stranger in Deal. I could not ask him, he being then a prisoner, any questions.

Did you go to Foster's also that night?—I went that night several times, both to his house and to the stores, and endeavoured to find him.

Could you find him?—No.

Did you see Mrs. Foster?—I saw a person that I supposed to be Mrs. Foster. It was at a fish shop.

Did she tell you she kept the books?—I not ask her.

You tried to find him and could not succ —Yes, and the next day as well I tried to him.

When did you first see Foster and see books?—I never saw his books until they w produced in court.

Who produced them in court?—Foster.

Before the magistrates?—Before the magistr at Deal.

Was he taken before the borough magistr at Deal?—No, the county magistrates.

Was he charged with stealing?—No, he charged with receiving; he was not charged w stealing.

You saw Mr. East on the 11th October Yes.

And I believe he gave you some informa with regard to Foster?—Yes.

Did you ever go to the stores of a man ca Mackey?—No.

Mackey's name was mentioned to you, wa not?—Yes, by East.

Did not Foster mention Mackey's name to y No; I think Mackey was one of Foster's b he was about the court a good deal.

Did Foster mention the name of a man ca Erridge?—No, I had no conversation except the first occasion.

You did not see him after he was arrested No, not to have any conversation with him.

Do you know whether anybody did?—No.

Do you know whether Captain Simpson any conversation about it?—I do not think did.

When was Foster first found after you loo for him on the 9th and 10th October, and c not find him?—I never found him, not to sp to him.

He and Riley were brought before the ma trates the 13th October?—Yes.

And Riley was discharged and Foster com ted?—Yes. I made some inquiries in Londo should tell you.

Where did you make inquiries in London At wholesale marine storedealers.

What house?—A Mr. Cohen, in Wideg street, Bishopsgate-street, who is a large bu from the marine storedealers about the coun and he showed me two letters, one dated 1st October, signed by Barber, which letter asking what he, Cohen, would give per ton Muntz's metal, as he knew of from two to th tons.

That is the yellow metal?—Yes. That dated the 1st October, and he showed me anot letter dated the 3rd October, signed by Dow asking what was the price for Muntz's metal he knew of from two to three tons; both them.

Captain *Hunter.*] It was the same quant you think?—It was the same quantity; t would appear to refer to the same matter.

Mr. *Mercer.*] They were dated from Dov —Yes, both from Dover.

You think they were not two copies of same letter, but they spoke of the same pers —They asked the same question, and both pressed from two to three tons that they knew

Do you know whether Mr. Cohen sent answer?—Yes, he did, and sent his prices.

Cap

ptain *Hunter.*] Was it a signature or a ?—It looked like the signature of a man could write his name and his name only; and ody of the letter appeared to be written by n, and not by a woman. There is another n, in the Dover-road, London; I went to also.

he *Inspector.*] Did any communication pass een him and Barber?—No. He had large tities for sale, and Baird went with me.

r. *Cumberland.*] Was any of the metal bought hese people in London?—No.

as there any further communication between ?—No; Mr. Cohen never heard any more hem. I expect his price was not good gh.

aptain *Hunter.*] One letter from Dowell, and from Barber?—Yes; it is no doubt the same ies, because Mr. Cohen told me he had done ness with them, and told me where their es were in Dover.

he *Inspector.*] Did you search any marine-e dealers at Walmer?—No.

id you go to a man named Arnold?—No.

id you go into his stores?—I did not.

Vere they ever examined as far as you know? hey were not.

Vere you present at Foster's trial at Canter-y?—I was.

le was acquitted?—Yes.

id the jury append any statement to their lict?—Not that I recollect. It was a very fused affair altogether, the verdict of the jury. y first said he was guilty, and then said he not, and they were sent back once or e.

hat is what I want to know. Did they first e into court and give a verdict that he was ty of having received stolen goods?—Yes.

ut they were not agreed that he knew they e stolen?—One of the jury got up and said were not agreed on that point, that he knew were stolen; and the foreman said, yes, were.

hat is all, I believe, you did in October in rd to this matter?—Yes.

oster was at Wingham the 1st November?—

nd you were there?—Yes.

id you see any witnesses on Foster's behalf? saw a large number of people at Deal, and I d that some of them were Foster's wit-es.

id you learn the names of any of them?—there were some witnesses summoned at Deal re the police-court at Deal.

o you know the names of any of those, be-e we can get those?—I took the names of e at the time, and I think I have them e.

want the names of the witnesses summoned Foster's behalf before the magistrates?—I k I have them.

Ir. *Mercer.*] I think you are mistaken?—The ceman, Ralph, had three or four summonses ehalf of the prisoner; they were issued for nesses for the defence.

Who by?—By you, I think. There was John ington, junior, George Buttress, and Charles vbyas.

Ir. *Cumberland.*] He was the owner of one of boats, I think?—I do not know.

Ir. *Mercer.*] I may put this question: do not know there was a quantity of rope brought from the mill to Wingham at Foster's request, to be produced in his defence?—Yes; I think there was.

A waggon load or two?—I think there was.

Mr. *Fox.*] I see by the book there is another Cohen; Messrs. E. Cohen, wholesale merchants, 5, Windsor-street, Widegate-street, Bishopgate?—That is the man.

The *Inspector.*] On the 2nd November, the day after you were at Wingham, did you go to Mr. Ashdown?—I did.

And serve him with a notice not to part with any of the canvas he purchased from Dowell and Barber?—Yes.

Did you find out that he had turned it into paper?—Yes; I had before told him.

When the mate picked out the canvas you told him he was not to use it?—Yes.

And in spite of your caution he turned it into paper?—Yes.

Mr. *Mercer.*] He did not say it came from Deal?—No, it all came from Barber to Dover.

The *Inspector.*] Did you go the next day and search Mr. Ashdown's stables?—Yes.

What made you go?—From some information we had received about it. If it had ever been there, which I do not believe it had, it was gone; that a waggon load of canvas was taken to the stable.

I do not want to know the name of the person who gave you that information, but from what part of the country did that information come?—From Dover.

Have you ever been to inquire about this matter at Ramsgate or Broadstairs, or any of these places?—Yes, Ramsgate.

Did you go to the Receiver of Wrecks at Ramsgate?—Captain Simpson did.

Did you go to any of the marine-store dealers in Ramsgate?—Yes, a great many.

With Baird?—With Baird, and the chief policeman.

At any of the marine-store dealers in Ramsgate, could Baird see anything that he thought belonged to the "North"?—Not any.

Did you go to Broadstairs?—No, I did not stop there.

Did you examine, or enter into conversation, with any of the Deal boatmen on this matter at any time?—No. On the day after the examination of Dowell, I was coming from Walmer into Deal, and about 30 or 40 of them set upon Baird and me.

I want to know if you had seen any of the persons; for instance, do you know John William Arnold, the pilot?—No.

You never had any conversation with him?—No.

Or anybody?—No; I was told by the police it was no use.

You were pretty well known at Deal?—Yes.

Where did you stay while at Deal?—The "Royal."

Did you go to any of the public-houses and hear what was going on?—No.

Is not that one of the ways you sometimes pick up information?—No; in a matter like this, if I had gone into any public-houses, such as Deal boatmen use, I should have been immediately suspected.

Mr. *Cumberland.*] You were perfectly well-known, then?—Yes.

Mr. *Mercer.*] Did you not go into a public-

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house at Walmer, and inquire about some wire, and say you were a bell-hanger, and wanted some wire?—No.

How many weeks were you engaged about this inquiry down here?—I commenced it on the 28th September, and I was engaged up to the 2nd, I think, of November.

Did you during that time have any trace at all, or hear anything at all, of any metal at Deal, Walmer, or Kingsdown?—At Deal there was some, at a Mr. Harrison's, in Deal, a pipemaker. I found he had purchased a small quantity of Muntz's metal and lead from the Deal boatmen.

The *Inspector.*] What is his Christian name?—I do not know his Christian name. He is a pipemaker. I think he lives in Middle-street.

Mr. *Mercer.*] I think you are mistaken in the name; there is a pipemaker of the name of Baker; what do you call a pipemaker?—A tobacco pipemaker. This man was rather indignant against them, for they had taken him in. They had sold it to him for copper, and it turned out to be Muntz's metal. It was Harrison, Lower-street, Deal.

How much was it?—A small quantity, I think. It was somewhat under 10 *l.* he gave for it.

Was that 10 *l.* partly for lead?—Yes.

Did you hear anything about any wire?—No; 9½ lbs. of copper, at 6 *d.* a pound, and 40 of lead, it was.

Mr. *Cumberland.*] Does it say what sort of lead?—It was lead such as would come from a ship.

Did you see it yourself?—I saw it; but I have no recollection what it was.

Mr. *Mercer.*] Was it shown to the mate?—The mate was with me.

Did he identify it?—He said "That is such Muntz's metal as came off our ship, and there is no doubt it is"; but he could not identify it.

Was there a sheet?—No; it was in different pieces. I have no doubt the man has it now; I told him to keep it.

This is the first I ever heard of that; how is it you did not search marine-store dealers in Deal as well as in Ramsgate?—I did not search anyone. I looked over Dowell's, and so I did over Barber's, with their sanction.

Did you ever ask the sanction of any marine-store dealer at Deal to do it?—No.

Why did you not do so there as well as at other places in September?—At Deal, I was not the first person who had been making inquiries. There was a young man of the name of Forester employed as a private inquiry agent; he had been among the Deal boatmen, and knew everything.

The *Inspector.*] What is his name?—Charles Forester.

Is he in London?—Yes; Danes Inn, I think it was.

Mr. *Mercer.*] Do you know that the pump-hose that you were asked to produce at Canterbury, was purposely kept back from being produced at Canterbury, because pump-hose had been found at the Receiver's at Deal?—Certainly not. I saw it lying at the court myself; it was lying on the table.

Why was it not produced?—I do not know.

Did you and Captain Simpson go about together or separately?—Occasionally together.

Were you at Ringwold on one occasion with Mr. Simpson and the mate?—Yes.

When the mate examined a sail on the [illegible] of a market gardener's cart?—No, he never did.

The *Inspector.*] Not in your presence?—No, and the mate was always with me; wherever I went I went.

Mr. *Mercer.*] Did you see the mate at the canvas at all?—At Ringwold, we made inquiry of a man of the name of Bailey, a marine-store dealer, as to whether he had purchased anything, because we had information about Arnold taking large quantities there, and he allowed us to look over the store. The mate examined some pieces of canvas. There was a cart at the door, and he examined the canvas on the cart, as well as that lying in the store, and there was a piece that he thought belonged to the "North," but he could not swear to it.

Did he not say, "Oh, this belongs to the 'North,'" or words to that effect?—No.

That you swear?—Yes; there was one piece he examined a great deal. He thought that came out of the "North," but he would not swear to it.

After he had said, "I think this is a piece of sail that came out of the 'North,'" did not the man say, "I can show it to have been in my possession a year or two"?—No; I never heard that.

You swear that?—I do.

You were asked just now whether the books you saw were kept according to the requirements of the Act; you said, "No, they were not"; do you know what the requirements of the Act are?—I believe they must give the name and address of the person they purchase it of, the quantity, the quality, and the value.

Are you sure it says the address?—I think so. I think the name and address of the seller and the price paid for it, and the description of article.

Had not these books at Dover given the particulars?—In none of them, nor anywhere else.

Mr. *Cumberland.*] Or those at Deal?—Not one; excepting, as I say, a large respectable place such as Langley's. The books were kept there regularly.

Mr. *Mercer.*] The time you spoke to Foster at Crabble, was there an information against him or a suspicion attaching to him?—The fact of his dealing with the large quantities he sent on the 6th and 7th.

He was a suspected person?—In consequence of that.

Did you caution him about what he should say to you?—No; I told him who and what I was and that I should have to ask him these questions, and that he would have to answer me; and if not, he would have to take the responsibility himself.

You told him you were a detective?—Yes.

You thought that was sufficient?—Yes.

And that accounts for the answer; he did not know, or did not wish to give you a reply?—Yes.

WILLIAM BARBER, re-called; Examined by the *Inspector*.

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)o you know Mr. Cohen, who lives in Wide-e-street?—I only know his direction.
Vas a letter written by your directions in ober, or did you write to him?—I do not w.
Take care?—I do not know, I am sure.
Vas a letter written by you, or by your direc-is, to Mr. Cohen of Widegate-street, asking what his price for Muntz's metal was?—Yes, ink there was.
And did you tell Mr. Cohen in that letter that knew where to put your hand on two or ee ton of it?—Yes.
Vhere were you going to put your hand on or three tons?—A ship laid in here.
What was the name the ship?—She laid on slip at Dover.
What was her name?—I do not know the ne, because I could not read; the captain sent ne to know if I would buy it.
Vhose slip was it?—I do not know the name.
Tou say she was on the slip?—Yes.
Vas she on the slip for the purpose of being pped?—Yes.
Vhen was that?—About a week before I wrote he man about the metal, the mate came to me know whether I could buy it, and I offered for it, and he said he could get 6*d.* in Lon-, and I wrote to Mr. Cohen to know the price, he said it was very low.
)id you buy that metal after that?—No.
Vho bought it?—I do not know, I am sure.
)id not Dowell buy it?—I do not know.
Vhat answer did Mr. Cohen send you?—ink it was the metal was very low; that he ld only give 5½*d.* a lb., or something like t.
)id you go back and tell the mate you could y give 5½*d.* for it?—Yes.
Vhat did he say?—He said he could get 6*d.* London.
s that all you know of it?—Yes.
Vho is the mate?—Mr. Gann told me of it.
Vhat is he?—A general dealer.
s he a marine-store dealer?—Yes.
)id anybody buy it?—I do not think anybody ght it in Dover.

Do you know what became of it?—No.
What size ship was she?—Three masts.
Do you know how many tons she was?—No.
Was she a ship or a bark?—No.
Who were the shipbuilders employed to strip her?—I do not know, I am sure; I went down on board her by the ladder, and looked at the stuff. There was one lot laid up one side and one the other.
Was she stripped at the time?—Yes; I think she had new metal on.
Captain *Hunter*.] Was there no captain attached to the ship?—They sent for the captain and could not find him; the mate told me they would not take less than 6*d.* a lb. I had had nothing to do with it, because I had not the money, and I wrote to Mr. Cohen to send me the money, or to send a man to buy it.
Mr. *Fox*.] Did you know the name of the captain?—No.
The *Inspector*.] Did you tell Dowell about it?—No.
Did Dowell tell you he wrote to Mr. Cohen, too?—No, we were not good friends.
Do you think Gann went down and told Dowell?—I do not know; I went on board the vessel about 10 o'clock; some lay one side and some another.
Mr. *Fox*.] Do you know the name of the shipwright?—I do not know; it was a Dover shipwright, I think.
Was it Mr. Beeching?—Mr. Beeching; I think he has those jobs to do. I saw the metal. The man said if it went to London he could get 6*d.* Mr. Cohen offered 3½*d.*, and I wrote to him to know if he would send a man down, or tell me the price; I do not know what it was my missus wrote.

The *Inspector*.] You saw the letter, Mr. Brett.

Mr. *Brett*.] Yes, sir.

The *Inspector*.] Was there anything in the letter about sending a man down, that you remember?

Mr. *Brett*.] I think there was something.

Lieutenant CHRISTOPHER CLARK HASSELL, sworn; Examined by the *Inspector*.

Lieut. *C.C. Hassell.*
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ARE you the officer in charge of the Walmer ion?—Yes.
And were you so in August last?—Yes.
How far does Walmer station extend?—From centre of Deal Castle to Walmer Castle, and w yards beyond Walmer Castle.
That is its extent now?—And was its extent n; it is shorter now; a man is lent to Kings-wn to do duty.
Does Kingsdown station now come right up Walmer Castle?—Yes.
How many yards to the south of Walmer stle did your station go; do you remember?—About 400 from the beginning of Walmer stle.
)id you measure from the gate to the private d?—No, we measure right down by the beach n the centre of Deal Castle.
)o you measure from the north of Walmer Castle, or the south corner?—From the north of Walmer Castle.
I suppose Walmer Castle itself has about 50 yards' frontage?—More than that.
What was the length of your station from end to end?—One mile 765 yards, at that time.
I think between the buildings of Walmer and the beach proper to the coast, there is a large open space all the way down?—Yes.
And then the beach shelves, and there is a beach on which the water flows?—Yes.
How far out does the water go at low water?—There is sand at very low water.
Is that spring tide low water?—Yes, I have seen sand there.
How far out would that be; 200 or 300 yards; I do not want it accurately?—About 300 yards.
At high water does it come right up?—No, not up to where they can walk.

Lieut. *C. C. Hassell.*

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They can walk on the open ground anywhere?—Yes.

How many men have you at the Walmer station?—One chief boatman and nine men, at that time.

Had you a chief boatman and nine men in August last?—Yes.

Were none of your men away at gun drill?—No.

What arrangements do you make with regard to the patrolling of the beach?—At that time they went away at 7.30.

How many men would be on patrol at the time?—Three.

Where would they be stationed?—One opposite the watch-room; that is to the south of Deal Castle a little.

Where is your coast-guard station at Deal?—We have not got any.

Where do you live?—I live on the beach, and the men live in different parts.

There is no regular house for them?—No.

Is there any look-out station?—No; only when the men are out there is a watch-house, but you cannot see the beach from it.

Where is the watch-house?—A little to the south of Deal Castle, past the marine barracks; it is past the marine gates exactly. There is no view from that; the only view we have looks into the Walmer-road.

From that station, can a man see right or left of him on the beach?—Not if he is in the watch-room.

Where is the other posted?—At the life-boat.

Where is that?—Nearly in the centre of the beach.

There is a place called the Baths?—To the north of that.

There is St. Saviour's?—It would be past that.

Where would the third man be?—Between Walmer Castle and the middle passage as they call it.

There are houses, I think, the whole way along there?—No.

As far as the end of the barracks there are houses?—Yes.

Between the barracks and Walmer Castle is it open fields?—No, there are houses.

How far beyond that are there houses?—The houses stop just past the bathing machines; about four or five houses beyond.

That would be about a quarter to a third of a mile open ground between the end of the houses and Walmer Castle?—Yes.

And about 300 yards open ground beyond Walmer Castle?—Yes.

The beach is straight there, and a man standing at any particular point of his beat can see up and down the beach?—All along he can, except when the boats are in the way.

There are some little sheds built upon the beach, are there not?—Yes.

Is there any landing-stage at Walmer for the boats?—They all land on the beach.

Are there any capstans?—Yes.

They land on the beach, and are hauled up?—Yes.

There is no landing-stage, like there is at Kingsdown?—They always land at the same place; each boat has the same place.

Each boat lands past its own capstan?—Yes; they always come to the same place, within a few yards.

At Kingsdown all the boats are together, in front of the village?—They always land at t same place there.

Where is that?—Past the lifeboat-house, ve nearly between that and the coal-yard.

Do you know how many luggers belong Walmer?—I have got a list of them.

I do not want to one or two, but do you member how many there are?—About eight nine large boats.

Are they luggers of 16 or 17 tons?—Yes.

And forepeaked luggers?—Yes.

Are there any boats called galley-punts longing to them?—Yes, a few; but some of luggers do not go off, they are old boats; sale one is.

You put your men on at half-past seven?—night.

Do they stay on till half-past three?—quarter-past four.

Do you make the arrangements yourself?—Yes.

Or does the inspecting commander?—No, make the arrangements in our own district.

They go on at half-past seven, as a rule, and at a quarter-past four?—Yes.

And then do three other men relieve them?—No; two in the morning.

What becomes of the other four?—Two m relieve those at one o'clock, and one man is t divisional carpenter, and only does work wh wanted.

He hardly ever goes out?—Yes.

Then there are eight men and a chief bo man?—Yes; and the chief boatman does not out, he only makes visits.

How many times in the night is he obliged visit?—He is not obliged at any time.

Are you obliged?—Yes, ten visits a week.

At night?—Yes.

You must visit your three men three tim during the night each?—No, ten altogether.

That is, during the week you must visit t men 10 times?—Yes.

You must visit each of the three men?—Y right along the guard.

Then you have to go out sometimes twice night?—Yes.

Is there any particular time fixed?—No; y are to go at various times; that is the ord sometimes I go three times a night.

Is there any particular time of night which called night?—It must be after the men go o and before they come in in the morning.

Between half-past seven and four?—Yes.

You remember the Thursday, the 30th A gust, when the "North" was wrecked?—Yes.

She must have been wrecked nearly oppos to Walmer Castle?—Opposite the bathing m chines.

What part of Walmer did you yourself live i —I lived between the lifeboat-house and t coal-yard, exactly where the boats go off; exact opposite.

Mr. *Mercer.*] The mill is the look-out statio —It is not called a look-out station, it is a watc room.

The *Inspector.*] Did you say you live betwe the coast-guard station and the lifeboat?—Cl to the lifeboat, exactly opposite where the bo go off from.

When did you first perceive the wreck of t ship on the sands?—A man came to tell m about half-past seven.

Who came?—A man named Buckmaster.

C

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n its being reported to you, you looked out ?—On its being reported to me, I looked out . I was not dressed at the time.

What had the weather been that night; had been out that night?—I went out that it.

ow late had you been out?—I have not got ; but I did go out.

as it a stormy night; the night the wreck place was it blowing very hard?—It was ing fresh.

When the loss of the "North" was reported to , was the wind still blowing pretty fresh?— y reported to me the lifeboat having gone to the "North."

Who formed the crew of the lifeboat?—The ch men.

The coast-guard men do not go?—No.

Do you know what time the lifeboat did go out, lo you know what time she came back?—I nk it was about noon when she came back.

When you first observed the wreck of the orth," did you see any boats round her?—I not go out till half-past nine; and I found ptain Hudson looking at it with a glass.

Did you see any boats about her?—There were boats; the lifeboats were coming back.

One was the Walmer lifeboat?—There was the rth-end lifeboat, and the Ramsgate lifeboat, I nk, and the Kingsdown; there were three ts off.

Mr. *Cumberland.*] The Kingsdown lifeboat not off?—Then it was the Ramsgate boat; re were three off, at any rate.

The *Inspector.*] Were you on duty about the ch all that morning?—Yes.

Did you see some of the Walmer boats leave ir stations?—I saw two of them when I was he house.

Do you know the names of those?—I saw them ting ready to go off.

The "Brave Nelson" and the "Cosmopolite"? Yes.

Can you fix the time they went away?—It was er I had seen Captain Hudson; between 10 and I should think. I saw them getting ready en I went out.

Were those the only two that, so far as you w, went?—The only two I observed.

Did you observe those two boats return your- ?—I did not.

Do you know anything about the boats going or returning till half-past seven at night?— was about half-past seven or eight when we stered the crew.

Where did you muster the crew?—At the tch-room.

While mustering, or just before, did a galley- t come ashore?—Yes; and the men were re- ing each other when I came back; and they wed me small blocks, and pieces of rope.

Did a man called Hocking show it you?—Yes. cking and Hill relieved one another, and I told man he could have them. He did not return m into his store.

Were there any blocks-strops round them?— ink there were; that was the first thing that ne ashore. Our orders are, if the things will pay the expenses, they are not to go down; there was a little bit of rope.

Mr. *Mercer.*] You gave it to the boatmen?— s.

The *Inspector.*] Did you see what the rope was?—I saw a small piece; it was dark at the time.

Was it a piece small in length, and of no value? —Yes.

Do I understand you yourself saw none of the boats come back?—No, I did not see them return.

Not that night?—No.

Did you see any boats at all the next day come back or go out?—They returned about one o'clock; some at 10 o'clock; the "Cosmopolite."

On the day of the wreck?—Yes.

One o'clock on the Friday morning?—Yes.

What time did you visit, the night of the 30th and the morning of the 31st?—7.55 to nine o'clock; and I went back again from 9.50 to 11 o'clock.

Did you receive any instructions from Captain Hudson, as to exercising any extra precautions, or putting on an extra staff?—We always have an order, if there is anything particular, to have an extra number of men out.

Did you increase the number of men?—No; all the boats landed at the same place.

Did you give any instructions to the men who were out, that they were to watch the boats?—Yes; they had that direction when we mustered.

Suppose three boats have come in, would all your men be employed, one looking after each boat?—Yes.

Would the rest of the beach be left unprotected?—No; because the chief boatman was there, and the three boats did not all land together; with the big boats a punt came off, and they anchored.

What boats were they?—The "Brave Nelson" and the "Cosmopolite."

Did you see that yourself?—No, I did not see that myself; but they told me they were being landed.

On the Friday morning, what time did you go out yourself?—I was not out at all; the chief boatman I left out.

Did you see anything from your window of the boats being hauled up?—No.

When did you first go out that day?—I did not go out until after I had had my breakfast.

What time was that?—About 8.30 or nine.

Did you see the "Wild Girl" come in?—No.

Nor the "Wonder?"—I saw they had come in.

Nor the "Royal Albert?"—I know the "Royal Albert" anchored.

But you did not see it?—They told me she had brought an anchor from Dungeness; she was not at the wreck at all.

In fact, you took your reports from your officers, and yourself did not see the boats land?—I did not see the boats land; and Captain Hudson went on leave on Friday, and then I took charge of the station. He went up to London, and came down again the Monday.

He was on duty?—He returned again the Monday.

Though you did not see the boats land, did you see from time to time some of the large luggers lying off?—One of them hauled up.

Did you see the "Royal Albert" lying off?—She went off the morning of the wreck.

The morning of the 31st August?—Yes, the 31st.

She was not hauled up until the 1st of September?—No; she did not haul up when she came in again.

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During the Friday was your attention called to the wreck itself; did you look at her through a glass, and could you see whether there were a good many boats round her or not?—I did not take particular notice of her.

Did you take any particular notice of the way she was lying?—I think she had rather sunk by the head.

Did you take any particular notice on the Friday as to whether her starboard side had been stripped of sheathing or not?—No.

What is your opinion about it; do you think you could have seen from the distance you were anything whatever of the stripping of the sheathing?—No, I do not think we could, without we looked very carefully.

Did you see a steamer there during the day?—Yes; I saw a tug steamer, broke in two, in the morning.

That was the "Wellington" tug?—Yes.

On the Friday did you see another steamer?—On Friday I saw a steamer, and they said it was a Dover steamer with some lumps.

You saw the steamer?—Yes.

And you were told Lloyd's agent went out there?—Yes.

Who gave you that information?—I did not know that until the boats came back; we heard it from Dover.

Can you give me the name of the person who gave you that information?—No, I cannot.

Do you know anything of any live stock coming ashore?—I heard there were a few pigs at Deal.

None came ashore at Walmer?—No.

And, as far as you know, this return of the goods sent to the Receiver of Wreck is everything that came ashore?—I believe it was.

As each boat was unloaded, was it taken in a cart by one of your men?—We had to send for a cart.

And as each boat was unloaded, was it sent away in the cart; did your man go with it?—Not always; some of the things were put in the watch-room until the carts came.

And then put together and sent up?—Yes; three or four carts went up.

Do you know who the men were that went with the things?—The Receiver of Wreck's man went up first with the first load.

Did you see him yourself?—I did not; the chief boatman saw him.

Which of your men was employed to take the things into Deal?—George Buckmaster.

Do you know what he took?—He did not take them into Deal; it was only an old pocket-book, and a little piece of a desk.

With a seaman's certificate?—Yes; he brought that to me.

Have you got that?—That is with the Receiver. There was a little pocket thing. They were all strewed about the boat.

Mr. *Cumberland.*] Did you see these things?—No.

The *Inspector.*] Can you give me any others?—Charles Tarver; two large sails and a small piece of rope.

Any other?—John Russell went up with about 19 lbs. of metal sheathing, and nine blocks. The Receiver of Wreck's man took everything else up.

Mr. *Cumberland.*] By himself?—Yes, by himself.

The *Inspector.*] You and your men each ke a journal?—We keep an official journal.

Do not each of the men keep a journal?—N I keep a journal.

Have you got that here?—No; we retur it; we had it down.

And they looked at it?—No; it was down, it was returned again. It was down, because were not certain of the date.

Captain *Hunter.*] Do you know whether luggers that were anchored in the offing and the punts in, went out again without hauling u —Two of them: the "Royal Albert," with anchor, went away again, and the "Brave N son" went away without hauling up.

Made a second trip?—Yes, made a seco trip.

To the wreck?—Yes, I believe so.

Mr. *Mercer.*] The "Royal Albert" had come from the wreck at all?—No; she came with an anchor from Dungeness.

Captain *Hunter.*] Did any of those who ca from the wreck go back to the wreck with hauling up?—The "Brave Nelson;" and the o thing she brought was the old pocket-book.

Do you know whether she went the sa night, or early the next morning?—The Frid morning.

You did not see what was going on the Frid morning?—No; I looked at the ship; I took notice. I had no idea I should be called on.

You do not think it is part of your duty look after wreckage on the coast?—All my o boats, and I have only two or three of those, w out, and I had nothing to do with the ot station.

Mr. *Mercer.*] You mean boats from your s tion?—Yes; I knew there were only two or th out, and I did not look at them.

Captain *Hunter.*] You can form no impressi of the number that was there at all?—No.

The *Inspector.*] Do the Walmer boats ha "Walmer" painted on their sterns?—N "Deal."

Mr. *Mercer.*] You keep check on the bo that go off?—The men know what boats go o and as I go on, I ask them what boats have go

The *Inspector.*] Give me the names of the m who came on duty at four in the morning of t 30th?—Buckmaster and Morden.

Who relieved them at one o'clock?—Tarv and Hocking.

How long did they stay on?—They went at one, and stayed till half-past seven.

Who relieved them?—We have them all numbers; Russell and Hill, and, I think, Web

Did they stay on until four?—Until half-p four.

And who relieved them then?—Tarver a Hocking.

Did they stay on until one again?—Th stayed until one.

Who came on then; Buckmaster and Morde —No; Russell and Hill.

And they stayed on until 7.30?—Yes. Th there was Goldsworthy, and Webb and Morde

And they stayed on until four?—Yes.

Who relieved them that morning?—I have n got them down; we had no boats after that.

Mr. *Cumberland.*] Did you see any boats rou the wreck on Thursday evening?—That was t day she went on shore.

Yes?—No; I did not notice any particula I know two boats had gone off.

Y

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u mean off at that time from your station?
es.
ou did not remark any yourself?—Not about
wreck. I have seen a few boats there, but I
ot take particular notice of them; I did not
through a glass.
o you know whether anything was brought
hore from those luggers that you saw were
off the beach by the punts?—Yes.
he *Inspector.*] You did not see them your-
?—No.
ut you know certain things were reported to
?—Yes; I know certain things were reported
e; I know I saw a sail.
ou saw a sail after it was brought ashore?—
; I did not see it land from the boat.
o you think a man can make a proper search
ose boats without a light, at night?—Yes; a
who knows the boat could.
aptain *Hunter.*] Fore-peak and all?—Yes;
go in and have touch-sticks to grub about;
man gets right inside the boat, and sometimes
ere are not many boats off, two men get in
the chief boatman.
he *Inspector.*] What size places are there
ard?—That is what they call the fore-peak.
means abaft that there is a little hatch that
up with a ring?—I do not know the size of
n.
Iave you been long at Walmer?—A year and
lf now at Walmer.
Iave your men, as a rule, been a long time at
station?—Yes.
aptain *Hunter.*] Did you receive any com-
nts from any of your men at any time after
wreck of the ship, of any goods having been
eptitiously taken away?—No; I do not be-
e any was taken away.
Were you satisfied that your men were doing
r duty in every way?—I am perfectly certain
did.
o you think that any goods might have been
oved from the beach without your men seeing
—I am certain they could not, for they only
led in a small compass, and the men are all
e, and the chief boatman was walking about
one to the other, superintending them; and
remained out till 4.30 in the morning.
Would it not be possible for things to be sunk
he offing, such as copper and hemp rope?—
t might have been; but I do not think it
ld have been brought on without being seen;
ause directly the tide goes down a man goes
ee if he can pick up anything.
But they may sink beyond low water?—The
would then see them get it up.
he *Inspector.*] Supposing it were sunk and
brought up until some time afterwards?—
lieve it would be seen by the men; they have
hing else to do.
aptain *Hunter.*] Suppose you take a dark
ht?—You would hear the noise of the men
ing ashore.
But being landed somewhere, do you think
h a thing as that would be possible?—No;
men walk about, and I walk about myself.
Ir. *Mercer.*] Could a boat land at any other
t of the station without the knowledge of the
on guard?—No.
he *Inspector.*] Could a punt come off from a
ger and be beached?—Not without the men
ng them.
Would it not depend whether the man was on
beach proper, or the upper part?—If he was
on the upper part he would see the boats coming; you can always see them.

Supposing a punt is put off from a lugger?—The man would be down there until the punt could come on shore.

Mr. *Mercer.*] Would go down and meet the punt?—Yes.

The *Inspector.*] That depends on whether he saw it?—He would see the lugger anchored, and see whether the men came out.

Captain *Hunter.*] That would depend on the distance the lugger is off?—They always anchor about the same.

Mr. *Mercer.*] What you say is, it is not impossible, but it is very improbable?—I think it is very improbable.

Is it most improbable?—Yes.

The *Inspector.*] In the face of some coast-guardsmen some things were landed?—We handed ours over to the receiver of wreck.

But some were not handed to the receiver of wreck?—Not at Walmer.

Mr. *Mercer.*] When you saw it, you did not look through a glass, you looked with the naked eye?—I might have looked once, but I did not take particular notice.

It would depend on the glass you looked through, whether you could see well or ill?—Yes.

With a good glass you could see well at four miles?—Yes; but I do not think you could see them taking off the copper; you could only see the boats were there; I do not believe you could see what they were doing, because there is always a little sea on.

If the side of the ship is exposed, the places where the copper is off, and parts on and parts off, could you see, with the sun shining upon it, the patches?—No; I do not think you could.

Not with a glass?—Not without I was asked to do it.

Captain *Hunter.*] If your attention was directed to it, you could tell whether it was black or the colour of copper?—Yes.

You could have seen if your attention was drawn to it?—Yes.

But yours is merely matter of conjecture?—Yes.

I think you said there would be some block strops on the blocks that you gave the boatmen?—Yes; I think there was; but I am not certain about that.

Do you know whether they were painted?—They were painted, I think.

How many blocks were there?—I think there were four.

There would be four block strops then?—I am not perfectly certain; I think there were.

Mr. *Cumberland.*] There are several wooden sheds and buildings of that kind on the beach at Walmer?—Yes.

Are those built by the boatmen for keeping their stores in?—Yes, they are built by Mr. Leith, and let out to them to keep their stores in.

If any of the Walmer boats landed on the beach, and any of the crew went to the stores with any pieces of sail or articles in their hands, would the coast-guard officer say anything to them?—They would stop them and look at them.

Would it not be possible for articles to be taken from the beach to the stores, or some of them, without the coast-guard men of necessity seeing them?—Not without they were very small.

The *Inspector.*] They could take a little at a time?—

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time?—Yes, they might take a little, but they could not take a big sail.

Mr. *Cumberland.*] I believe the coast-guard men have no power to search these wooden houses at all?—I am not certain; they can look in when the doors are open.

But they have no authority to examine them?—No special authority that I know of.

Mr, *Fox.*] Do I understand all your men were available for duty the nights of the 30th a... 31st?—Yes; there were no men away.

The *Inspector.*] There were seven men ... duty?—Yes; and the divisional carpenter w... out the night before; he only goes out ve... seldom.

JOHN ROGERS, sworn; Examined by the *Inspector.*

J. Rogers.

YOU are Chief Boatman at the Walmer Station?—Yes.

How long have you been chief boatman?—Seventeen years.

How long have you been there altogether?—About 29 years.

You know the people pretty well at Walmer?—Yes.

How old are you?—Fifty-eight, very near.

Were you in the coast-guard before you came to Walmer?—Yes.

Where were you then?—In Ireland.

But 29 years at Walmer?—Yes, nearly, come January next.

Do you remember the night of the wreck of the "North"?—Yes.

You were on duty on the night she was wrecked; that is, the night of the 29th and the morning of the 30th?—I was not.

What time did you come on duty Thursday the 30th?—I came out at the first part of the forenoon, hearing the "North" was on the sands.

What time did you come out, do you remember?—Somewhere between 10 and 11; I cannot say to an hour.

Did you stay on duty from that time during the day?—Until the lifeboat came on shore.

What time did the lifeboat come ashore?—As well as I can remember, about noon.

Where were you then; at the station all the time?—Yes; I was about among the luggers there.

At the station is where the boats are kept?—Yes; I merely came out to see what was going on.

Where do you live?—About 50 yards north of the Marine Barracks.

Do you live further north than Lieutenant Hassell?—Yes.

Did you see the lifeboat come in?—Yes.

Do you know who her crew were?—Well, I know the coxswain.

What is his name?—Bushell.

Were there two more, called Sponder?—Sponder was one of the crew.

Were there two Sponders?—Yes.

Were they on board?—I cannot say whether the two were or not; I did not notice the crew.

How long did you stay on duty that day?—No longer than seeing the lifeboat hove up, and put into her storehouse.

And where did you go?—I went into my own quarters to dinner.

When did you come on duty again?—Not before muster time, at the watch-house.

That is, 7.30?—Yes.

Between noon and half-past seven you were not on duty?—No.

Before you went on duty, had you seen any of the luggers belonging to Walmer leave their boats?—No, I did not see them leave.

At 7.30, there was a muster of the crew, and you came on duty with them?—Yes; and w... have heard that Russell, Hill, and Webb wer... the coast-guard men of the night.

Did you give any particular instructions ... each of the men with regard to their duty th... night?—Yes; we heard two boats were comi... from the wreck, and Russell was to go up whe... they were, and I would go and see the De... patrol, and confer with him, instead of him.

Did you direct Russell to go down to the pa... of the beach opposite to where the boats we... lying, to stay there?—I do not know whether ... was me or Lieutenant Hassell; we were bo... present.

Did you give directions to Hill and Webb?—They went away as quick as they could on the guard.

Where was Hill's beat?—Hill's beat was clo... to the lifeboat.

Was his the middle beat?—The middle beat.

And Webb's was the southern beat?—Yes.

And Russell the north?—Yes.

But Russell did not go the north beat, b... stayed at the place where the boats came in, a... you went to the north to confer with the patro... —Yes.

How long were you up that night?—I thi... Hill was the centre; I am not positive.

Hill the centre, Webb the southern, and Ru... sell the northern?—Yes.

You went up the northern, and saw the patro... —Yes.

How long did you stay there?—I had a co... ference with the north-end patrol at eight o'cloc... and I came back and went into my own house f... a short time.

How long did you stay in your own house?—I was not there long before Russell came to t... me that the "Brave Nelson" and the "Co... mopolite" had landed some sails.

What time was that?—It might have been ni... o'clock, or it might be a little after or a litt... before; I cannot say to half an hour.

Did he tell you whether the "Cosmopolite... had come ashore herself?—He did not stop ma... minutes. I proceeded after him to the spot i... mediately.

When you got there, did you find the "Co... mopolite" herself had come ashore?—She h... not.

Whatever had come ashore had come asho... in a punt?—No, it was on the beach, and tw... men with it.

Who were the two men?—Russell and Hill.

Hill had come from his beat, and they we... both on the spot?—Yes; Russell went up to jo... Hill to meet the boat.

Was it Russell or Hill you told to stay whe... the boats were?—Russell went up to the centre

When you came down you found Russell a... Hill there?—Yes, both of them.

How long did you stay down there then?—

not stop long then; I patrolled to the south-
d.
Did you leave Russell and Hill behind?—
.
And did you meet Webb?—I did.
And conferred with him?—Yes.
Then did you come back?—Yes.
And go to your own house?—No.
What did you do then?—I went back to the
t where Russell and Hill were.
And found them there still, watching the
gs that had been brought ashore?—Yes.
How long did you stay there then?—I think we
ped about there until near midnight. I think,
re, I said I thought I would try to get a cart,
et it conveyed to the receiver of wrecks.
And did you try and get a cart?—Yes.
Where did you go?—Down to Deal, to the
iver's.
You went to Mr. Hight, and asked for a cart
hat time?—Yes.
And you left Russell and Hill with the boats
hat time?—The boats were anchored off.
With the things that came out of the boats?—
.
Did Mr. Hight's man come with a cart?—I
e up with him.
What time did he get down to where the things
e; where Russell and Hill were?—I cannot
exactly; it was after midnight.
How long did you take going up to North-
?—It was not very long; we put the horse
ediately into the cart, and drove off.
Half-an-hour or an hour?—I cannot say; I do
suppose I was more than an hour gone from
spot, and back again.
Did you put the things into the cart, and did
receiver of wrecks' man take them away?—
.
Were those things landed from the "Brave
son" and the "Cosmopolite"?—Yes.
Did any of the boatmen go with them?—No.
Are you quite sure about that?—Yes, almost
.
What was put into the cart?—There were two
e sails, one immense large sail; I measured
I think it was about 60 feet square, and that
through the "Cosmopolite"; and some
dles of canvas, apparently strips of sails blown
y, and cut up for something; they were tied
in bundles.
That is what you are told was brought on shore
he punt from the "Brave Nelson"?—Yes.
And the "Cosmopolite," was it not; did you
inguish between which things were brought
shore from the "Brave Nelson," and which
e brought ashore from the "Cosmopolite"?
Yes.
What came ashore from the "Brave Nelson"?
The two sails were in a different spot; a little
ance from that which came from the "Cos-
polite."
want you to tell me what came ashore from
"Brave Nelson"?—Some bundles of canvas.
Did not a sail come ashore from the "Brave
lson"?—Not at that time. I was not there
en it came in again.
Was anything brought ashore from the "Brave
lson" while you were on duty?—When I went
confer with the North-end man again in the
rning?
mean put into the cart; what was put into
cart from the "Brave Nelson"?—Some
ces of canvas.

Was there not a spare topsail put in?—No, not then, I do not think. *J. Rogers.*

You say it was only four pieces of sail?—I do not know how many. 13 April 1867.

Some pieces from the "Brave Nelson," and some from the "Cosmopolite"; there was a spare mainsail; and was it a trysail?—One mainsail; I do not know whether a trysail.

However, two sails were put into the cart from the "Cosmopolite"?—Yes.

And did the receiver of wrecks' man go away with them?—Yes.

Are you quite sure Charles Tarver did not go away with the "Cosmopolite's" things?—Not that I know of; because Charles Tarver was not on duty.

Did the cart take the things from the "Cosmopolite" and the "Brave Nelson," or only the things from the "Brave Nelson" first?—Both the pieces from the "Brave Nelson," and also the two sails from the "Cosmopolite."

That you are quite sure of?—Yes.

Did you go and confer again with the North-end man?—Yes.

What time did you get back to where Russell and Hill were?—I went away patrolling off again between three and four, and conferred at four with the North-end man.

So that you were on the beach between the place where the boats landed and North-end, from about 1.30 to 4?—Yes.

Walking up and down?—Yes.

How long do your conferences take?—Sometimes we stop a quarter of an hour or 10 minutes; sometimes merely give the word to each other and separate.

Your conferences take place with him just at the corner of Deal Castle?—About the centre of Deal Castle.

On the beach?—Yes.

What sort of a night was it?—I do not remember about the night; it was rather darkish, not very light, but it was a fine night, as well as I can remember.

Could you see how far these luggers were lying off the shore?—You could see them quite plain.

Were they lying above low-water mark, or further out than low-water mark?—They lie in what they call the boat-road, where they always lie.

Were they lying out further than the low water-mark?—Yes.

During the time you were on the northern part did you see any punt come ashore from either of those boats?—No.

Do you think if a punt had come ashore from those boats on any part of that beach you would have seen it?—No; not if I was walking the other way; there might one come ashore, and one did come ashore.

Which you did not know about?—I knew when I came back.

And the time you were walking up and down you did not observe it?—I did not observe it when I was walking over to see the North-end man.

What time did you turn in that morning?—I cannot say what time I turned in.

Was it daylight?—Yes, daylight.

Five or six o'clock?—Before that.

Between 4.30 and 5; was it before Tarver and Hocking had come on to relieve the other three men?—After they came on.

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Were there any goods on the beach when Tarver and Hocking came on?—Yes; one sail.

Do you know where that had come from?—I believe from the "North."

Did you direct Tarver and Hocking to stay down by the beach to take care of that sail?—They came to the spot to take charge of it.

Did you then go home leaving those two men in charge?—Yes.

When did you come out again?—I do not know; I turned in the best part of the forenoon, and came out on the beach, but I did not go to the boats any more during that day.

Do you know anything about what the boats did that day at all, of your own knowledge?—No, I do not.

Were you out the first night?—Yes.

From 7.30 until 4?—No.

How long were you out?—I made the visit along, I think, somewhere between eight and nine.

And when did you go in?—When I returned to my quarters again.

And stayed there?—Till one or two, and then I made another visit.

Were Goldsworthy, Webb, and Morden on duty then?—Yes.

How many of them were down at the boats between eight and nine, for instance?—They were distributed further apart.

Each had their proper beats then?—Yes.

Were they each on their proper beats between one and two in the morning?—No.

Where were they, then?—In the morning Webb and Goldsworthy were together; some canvas was landed from the "Royal Albert."

That was being taken care of by Webb and Goldsworthy?—Yes.

And was Morden to the south?—Yes.

You had no conference but with the North-end man?—None.

Did you observe anything the 1st of September about the boats; were any of the boats hauled up, as far as you know?—That is all I know of anything landing.

Mr. *Cumberland.*] How long, during this interval between the morning of the 30th of August and the night of the 31st of August should you say you were actually on the beach?—Do you mean the night I made the two visits?

Taking it from four in the morning of Thursday until eight at night on Friday, how much were you actually on the beach during that period; you were in bed part of the time; how many hours?—I was not there much.

Mr. *Mercer.*] You had no regular beat as chief boatmen?—None.

Are you always on duty?—I visit by night and on every call by day.

You have no special district like the other men?—No.

The *Inspector.*] You say that that punt did not land while you were patrolling the northern beat?—Yes.

Do you know whether that punt landed at the usual place or at another part of the beach?—At the usual landing place.

Mr. *Mercer.*] Supposing the boat to have landed between where the boats are and Deal Castle, must you have seen it?—Yes.

The *Inspector.*] When you were walking from the beach to Deal Castle to confer with the North-end man, if a boat had landed in that space, must you have seen it?—Yes.

But if walking from Deal Castle to the boats, and a boat landed behind you, you would not have seen it?—No.

Mr. *Mercer.*] If a boat lands can you hear it?—Yes; you can hear it a long way of.

Captain *Hunter.*] Did you ever hear of muffling oars?—Yes.

That would not make much noise?—They used to muffle them in old smuggling times, but they do not do it now.

GEORGE BUCKMASTER, sworn; Examined by the *Inspector.*

G. Buckmaster.

ARE you a Commissioned Boatman stationed at Walmer?—Yes.

How long have you been there?—Ten years.

Is that the first coast-guard station you were ever at?—No.

Where were you before?—The north end of Deal and St. Margaret's Bay.

How long were you at Deal?—Eleven months.

And how long at St. Margaret's Bay?—About three years.

Is that the whole of your services in the coast guard?—I was away in the Russian war.

But all your coast guard service has been passed on that part of the coast?—Yes.

Do you remember the night of the wreck of the "North"?—Yes.

Were you the person who discovered it?—I was not the first that discovered it.

Who discovered it first?—One of the beachmen.

What time did he mention it to you?—About a quarter to five, or 20 minutes.

Was it just beginning to be light then?—There was a haze.

Did you take your glass and look at the wreck?—Yes.

At that time did you observe anything about the sails or the rigging, the way she was lying?—Nothing particular.

Did you go and report she was wrecked to Lieutenant Hassell?—Yes.

Between seven and eight?—Yes.

You came on duty at four that morning?—About half-past four.

Which was your beat?—The northernmost guard; that is, from Deal Castle to the boats.

Was Morden with you?—He had the southernmost guard.

Used you to meet at the boats?—Occasionally.

Did you stay on until about one o'clock that day?—I did.

Can you tell me how many luggers belong to Walmer?—Yes.

How many?—About nine altogether.

Any galley punts?—Yes.

How many?—About 14.

Do you know how many luggers were at Walmer on that day?—No, I cannot say.

H

Had any of them gone out previously on the stward cruise?—As far as I know they

The "Royal Albert"?—She was gone I am tain of.

Were any others?—I am not certain whether "Stornaway" was or not.

With the exception of those two, were the er seven luggers on the beach?—As far as I w.

Are the galley punts beached?—Always.

Were they all there?—I cannot say.

Between 10 and 11 o'clock on the 30th did "Cosmopolite" and the "Brave Nelson" go ?—They did.

Did you see the persons who went in them ore they went?—No, I cannot say that I can llect any of the men.

Did you see which way those two luggers nt?—They went out towards the wreck.

Did you watch them sufficiently to see whe- r they did go to the wreck or not?—Yes.

Did you see them go?—I saw them go in that ection.

You went off duty about one?—Yes.

And came back at four, and remained for one r and a-half?—Yes.

Did any boats leave during that time?—No.

Or did any boats come in?—None.

Were you at the boat stage?—I was patrolling kwards and forwards.

At high water, what quantity of beach is there ween the beach proper and where the sea s?—From the foot of the beach to the back he beach, at spring tides, there may be about yards.

Quite enough for you to walk on comfortably? Yes, without wetting your feet.

You went off duty at half-past five that day? Yes.

And came on the next morning about seven ock?—Yes.

Whom did you relieve the morning of the 31st, seven?—I was the day watchman, and we eved the night patrol, me and Morden, and relieved Tarver and Hocking; and Reed, the isional carpenter, was out that night.

Was Reed out that night?—He was out, but w nothing of the wreck.

Did you and Morden come on duty at seven ock on the morning of the Friday?—No.

What time did you come on duty?—I came on y at seven; Morden did not.

When did Morden come on?—I do not w.

Did anybody come with you?—No.

How long did you stay on?—Two hours.

Who relieved you?—The day watchmen re- ed me again, and I came out to relieve the watchmen while they went in to breakfast.

One at a time?—Yes.

Who did you first relieve?—Tarver.

You stayed out while he went to breakfast?— s; then he came out and relieved Hock- , and then Hocking came out and relieved ed.

During from seven to nine were any boats hove ?—No.

Were any boats anchored off?—The "Cosmopolite" was anchored off the beach.

G. Buckmaster.

13 April 1867.

At that time?—Yes.

Was she anchored off when you first came upon watch?—She was.

During those two hours did you see any punts put off from the "Cosmopolite"?—None.

As far as you know was there any communication between the "Cosmopolite" and the shore? —There was none,

You went off at nine; when did you come on again?—Not that day.

Did you not find an old pocket-book with a seaman's discharge in it?—Hocking found it and gave it to me.

And that came from the "Brave Nelson"?— I do not remember which boat it came from.

Did you look at the pocket-book?—Yes.

Did you see how many seamen's discharges were in it?—Three or four.

Did you read the names?—Yes.

Should you remember the names?—I cannot remember. I returned them as they were to the receiver of wreck; and there was an apprentice's indenture besides.

Did you go with any of the goods from the wreck, with the exception of that?—No.

When did you take that up?—It laid on our watch-house desk for a couple of days afterwards.

To whom did you deliver it; to Mr. Hight himself, or his man?—I delivered it to Taylor; I delivered it to the coast-guard to deliver it to the receiver.

In fact that is all you know about it?—That is all.

Did you see the "Royal Albert" come ashore at any time?—No.

Did any lugger come ashore the 1st of September that you remember; the Saturday?—I was not on duty.

When did you come on duty again?—In the night.

Were any luggers lying off that night?—No, I had the southernmost guard, and there is no lugger hove up there; it is an open beach.

You were not at the place where the boats heave up?—No.

Mr. *Cumberland.*] Did you go in charge with a cart to the receiver of wreck?—No.

Did you take any particular notice of the ship on the morning of Friday the 31st August?— No, I did not take any particular notice; I looked at her occasionally.

Did you see whether there were many boats about her that morning?—I saw there were boats around her; she was embedded in the sand, and her back was nearly broken. The masts were sticking up, and the hull of the vessel was in the sand.

Do you know what boats they were?—No; they were too far for me to see.

The *Inspector.*] Can you give us the names of any of the galley punts?—I can give the names of all of them.

Mr. *Mercer.*] Is it possible, from the way you guard the beach, for boats to land, and bring things on shore to any extent without your knowledge?—It is impossible they could do it; the look-out is too strict.

WILLIAM MORDEN, sworn; Examined by the *Inspector*.

W. Morden.
13 April 1867.

How long have you been a Coast Guardsman?—Since 1862.

Have you been all that time, since 1862, at Walmer?—No.

Where were you before?—Shingle End, 14 months.

Where is that?—Close by Sandwich.

What do you call your district?—The Deal district.

Have you always been in the Deal division?—Yes.

Did you come on at one in the morning of the 30th August, with Buckmaster?—Yes.

Did you take the southern part?—I had the life-boat.

From the life-boat southward?—Yes.

How many times, on an average, did you go up and down the beach during your beat?—Perhaps as many as three or four times during the morning.

Do you mean you go to the southernmost end of your beat and back again three or four times?—No, but then I can discover anything approaching the beach.

I want to know how often you go yourself over the beach; three or four times?—Yes.

Backwards and forwards included?—Yes.

How long did you stay on duty?—From half-past four until one.

You went to breakfast, I suppose, when you were relieved?—Yes.

Who relieved you then for the hour?—Gold... worthy.

During the time you were on duty, did you s... any luggers leave?—Yes, there were two.

The "Brave Nelson," and the "Cosmopo... lite"?—Yes, between the hours of 9 and 11.

You, I believe, did not come on duty again until half-past seven at night on the 31st August Friday?—Yes.

You went off at one, and came on at half-pas... seven?—Yes.

Were you on duty from then until four th... next morning?—Yes.

During that time where were you?—I had th... southernmost guard, Walmer Castle.

Were Goldsworthy and Webb with you?—Yes, they had the morning part as well a... me.

Were they stationed down where the boats lan... to look after some goods that came from th... wreck?—There were no goods, that I know... of.

Did you meet them in the course of the night?—Not to my knowledge.

In fact, you were on the southern part, an... observed nothing that night?—No.

Do you know anything more about it?—No... nothing more. I had to call the coxswain of th... life-boat out at 20 minutes to five, and then I wishe... for this man who was on duty with me to go an... tell him.

CHARLES TARVER, sworn; Examined by the *Inspector*.

C. Tarver.

How long have you been Coast-guardsman?—Thirty two years.

Always on this station?—No.

Where were you before?—St. Margaret's Bay.

Always in the Deal division?—Yes.

Are you married?—Yes.

Does your wife come from this part of the country?—No.

Did you go on duty at one o'clock on the 30th August, with Hocking?—Yes.

And stayed on till half-past seven?—Yes.

Where were you during that time?—At the watch-house on that guard.

Were you in the watch-house?—No.

On the beach?—Yes.

Were you given instructions to look after any of the stores brought from any of the luggers?—There was nothing from them.

Did any vessel come ashore during that time?—No.

No lugger?—No.

There were two that had gone off?—Yes.

Neither of those came back while you were there?—No.

Did any leave?—No.

Not as far as you know?—I am sure there were not.

Any galley punts?—Galley punts were leaving all hours of the day.

Without your knowing much about them?—We see them going away.

And you do not make many inquiries?—We see them going backwards and forwards, and we always take notice af them.

Of what galley punts there are?—Yes.

What galley punts went off between half-past seven and four that day?—There might be three or four went off to the southward, looking afte... ships.

Let us have their names?—The "Wild Girl went off.

Give us another?—The "Success" went off.

Now another?—That was all, I think.

Do not you know both of those went to th... wreck, and did not go southward at all?—The... did not go to the wreck.

Not the "Wild Girl"?—The "Wild Girl went, but not until the next day.

How did you know they did not go to th... wreck?—They brought nothing from it.

Nothing they showed you?—No.

The "Wild Girl" went to the wreck?—Th... next day.

When did she come back?—That evening.

Did you see her come back?—Yes.

Did she come back before you left duty?—Ye...

Did you search her?—No.

Who did?—Hocking.

Did the "Success"?—Yes.

When?—In the afternoon.

Did you search her?—No.

Who did?—Hocking.

Hocking was on duty with you?—Yes.

Were those the only two that left then?—Ye...

Did not the "Robert Clothier" go off?—Sh... might, for what I know; she was not in m... guard.

I suppose you turned in about half-past seven —Yes.

And came on duty the next morning abou... half-past four?—Yes.

You and Hocking?—Yes.

What were you told to do?—To take charg... of one sail that was on the beach.

Y...

C. Tarver.

13 April 1867.

) 1 and Hocking?—Yes.
1 did not patrol at all?—We could see if ng was coming ashore.
you keep one eye on the sail and one on each?—We could see if there was anything to come on shore.
at is, if you were looking out to sea you see whether a boat was coming to the ?—Yes.
w long did you stay on?—Till one o'clock.
at boats came ashore then?—The "Cos- ite."
s she hove up?—Hove up in my time.
l you go on board her?—I did.
at did you find on board her?—Nothing.
at did you take yourself to the receiver of ?—They landed them in the punt.
d they landed them in your time in the ?—Yes.
hen was that?—About seven o'clock.
fore you went off duty on the 30th?—Yes.
hat did they land?—A sail.
e sail, or two?—Two sails from the "Cos- lite."
out seven o'clock, that was?—Yes.
d the punt go back to the "Cosmopolite"? .
ayed on shore?—Stayed on shore.
as the sail from the "Brave Nelson" landed at punt?—That was landed before my time.
hen did you take these things to the receiver reck?—About nine o'clock.
ne o'clock in the morning?—Yes.
ow long were you off duty for that?—I t have been half an hour down to the re- r of wreck.
ad you got a cart handy?—The cart came and when the cart came we put them into art at once, and took them right down; and nt right down and gave them to Mr. Hight, came back again.
o not you get any receipt of Mr. Hight for you deliver?—No.
o you make a return of what you take in?— ve it to Mr. Hight, and Mr. Hight took names of the boats that were landed.
d you not make any return to your com- ding officer?—I told the chief boatman.
d you tell him what you had taken?—One rom the "Brave Nelson" and two from the smopolite," nothing else; we do not take other note.
ou only report verbally?—Yes.
o you know what the "Brave Nelson's" sail ?—No.

Nor what the sails brought by the "Cosmopolite" were?—No, I did not open them out.

Did you prick the ballast of the "Cosmopolite"?—I did.

And lift up that place that is aft in those luggers?—Yes, in the stern sheets, and overhauled the boat properly.

It was daylight then, I suppose?—It was 10 or half-past 10 when she came ashore.

Between half-past four that morning and one, when you turned in, did several boats leave the beach?—From what time?

Between half-past four, when you went on duty, on the morning of the 31st August, and one o'clock, when you turned in, did several boats leave the beach, the day after the wreck?—The time I was on duty, you mean?

Yes, between half-past four in the morning, and one o'clock in the afternoon?—Yes, several boats left the beach.

Were they galley punts or luggers?—Some galley punts, but no luggers.

Did the "Brave Nelson" go from her anchorage, and go off to the wreck?—She went towards the wreck.

Did you see her come back to her anchorage?—No.

And you did not come on duty again until the night of the 1st of September, and the morning of the 2nd?—Yes.

Captain *Hunter.*] You do not know how many galley punts went off Friday morning?—No.

Mr. *Mercer.*] Did you see any attempt to plunder on the part of anybody?—No.

Mr. *Cumberland.*] You went on duty at half-past four on the morning of Friday, the 31st, did you not?—Yes.

Did you remain on duty from then until the middle of the day?—Yes.

When did you first notice the ship that morning, or did you notice her particularly?—I did not notice her before I came on duty at one o'clock.

Had there been any attempt at conveying away any goods brought by the boats?—I never saw anyone attempt to take anything.

Would you have seen it?—Yes, I should.

If anything had been landed in the punts of the luggers while you were on duty, would you have seen those things?—I am sure I should.

Mr. *Mercer.*] Were any of the things of the boat brought on shore, that you know of, concealed?—Open in the boat.

Not attempted to be concealed, and found by you, but open in the boat?—Yes.

JOHN THOMAS RUSSELL, sworn; Examined by the *Inspector.*

J. T. Russell.

ow long have you been Coast-guardsman?— nty-five years.
lways on the Deal station?—No.
ow long in the Deal division?—I have been eal division 23 years.
ow long at Walmer?—Thirteen and a half s.
hat age are you?—Fifty-one.
id you go on duty with Hill and Webb on night of the 30th of August?—Yes.
bout half-past seven, after the muster of the ?—Yes.
here were you directed to go?—I was di- ed by my officer to assist Hill.
t the boats' landing-place?—At the boats'.

And did you and Hill stay at the boats until four the next morning?—Yes, more than about ten minutes, during the time I called the chief boatman.

You went up to the chief boatman, to tell him one of the luggers had landed something?—Had landed a sail and some canvas.

Was that from the "Brave Nelson?"—The canvas was from the "Brave Nelson," and the sail from the "Cosmopolite?"

Were those things landed in punts?—In the punts.

Do you know whether all the men who were in these two luggers came ashore in the punts?—All the men were ashore when Hill and me went on guard.

J. T. Russell.
13 April 1867.

Do you know who were in the luggers when they went out?—No, they never launched off the beach in our time.

How could you tell whether they had all come back?—They all came back; there were no men in the boats that we saw when we went there.

You saw no people in the lugger yourself?—No.

Who came ashore with the punts?—The men that launched the punts from the beach.

Who came ashore with the "Brave Nelson" punt?—Pearson and Mercer, and Chadwick and Jerdan.

Do you mean to say that all the crew of the "Brave Nelson" came ashore in the punt?—It was reported to us that the crew landed.

What I want to know is this: you say you went to tell the chief boatman something had been landed from the "Brave Nelson" and the "Cosmopolite?"—Yes.

And those things were brought on shore in two punts; who rowed the punt of the "Brave Nelson" on shore?—The men who took her off.

Who were they?—Pearson, and Chadwick, and Mercer, and several more. I cannot recollect all the names.

I thought you said they came on shore before you came on duty?—But they went away while I was on duty.

They went off to the "Brave Nelson"?—Yes. I cannot say who came ashore before I went on duty.

They went to the "Brave Nelson?"—Yes.

And then they came back?—Yes.

The punt was on shore when you came on duty?—The punt was on shore when I came on duty.

What that punt had brought before you cannot tell?—No; it was reported to me they brought nothing when they came on shore.

Did they leave nobody who took care of the lugger?—That I cannot say, whether there was anybody left on board, or whether there was not.

Did four or five men go out in the punt to the lugger?—About five men.

And did those five men come back in the punt?—Yes.

How long did they stay on the lugger?—About a quarter of an hour, or it might not be so long as that.

And when they came back, they brought what?—One punt brought some bundles of old canvas, and the other brought an old sail.

The "Brave Nelson?"—They brought four or five bundles of old canvas, and some old rope.

It took five men to go out in the punt to the lugger to bring the pieces of canvas and rope to the shore?—Yes.

Did the same thing happen to the "Cosmopolite"?—Yes.

The "Cosmopolite" punt was on the beach when you went on duty; they went out to the "Cosmopolite," and brought something back?—Yes.

What was it?—One sail.

What was it?—A large sail, like a mainsail, about 60 feet square.

Was that left on the beach?—Yes, it was left in my charge when brought on shore; Hill took charge of the crews.

You and Hill stayed all night, one watching the big sail, and the other the canvas?—Two sails, because the "Cosmopolite" launched soon after that, and brought another sail.

Did the five men come ashore with the fi sail?—Yes.

Who went back to the "Cosmopolite" to the second sail?—There were four or five went off in the "Cosmopolite" punt after th to get it.

What time of night did this happen?—B tween nine and ten.

What sort of weather was it?—A fi night.

It took five men to bring one sail, and fo men to bring the other?—There might be fo or five, because there is no bound to the me we cannot tell who is left on board the boat.

You were on watch all night?—Yes.

Can you say whether the "Cosmopolite" the "Brave Nelson" left their moorings th night?—They stayed at their moorings the wh of the night.

You are quite certain of that?—Yes.

You would have known if they were gone?—Yes, because I was on the beach the whole of t time; I never left for 10 minutes the whole the night.

You were taking care of the sail?—I was w aware they never went away in my time.

Mr. *Mercer.*] Were the boats moored opp site the capstan?—Yes, in the Walmer Road.

Just opposite where you were?—Yes, the e of our guard-house; so that no boat could from us or come without our seeing it.

The *Inspector.*] Did any luggers go off duri the night?—The "Royal Albert" came on duri the evening.

Where did she come from?—From the we ward, with an anchor.

Where did she go?—She went away in t direction of the wreck, about midnight, or a litt after midnight.

Do you know what time she came back?—I not know.

You came off duty about four o'clock?—Ha past four.

And went on duty at one?—I did.

Where were you stationed from one to ha past seven?—I had what we call the rampa guard; that is abreast of our watch.

That is the northern beat?—Yes.

Did you see any boats go off?—No; I went to assist my boatmate at the boat that is in t Walmer Road; that is in the centre of t boats.

While you were there, did a galley-punt call the "Wonder" come ashore?—Yes.

Did you search her?—I lent a hand.

How many men had she on board?—The could not be called men, they were four youn sters, nine blocks, and some metal; there mig be 30 or 40 pounds.

What did you do with that metal?—Took it the receiver of wrecks.

How did you take it?—In a truck.

A truck that you wheeled yourself?—No.

Who wheeled it?—The lad who brought ashore.

How long were you away?—It might take n three-quarters of an hour going there; it mig be an hour for what I know.

You went on the next morning, at four o'cloc —Half-past four.

Did any boats go off to the wreck then?—N that I noticed.

D

any galley-punts come ashore?—I did not any.

you quite sure about that; the morning of t of September?—On the 1st of September. out four in the morning?—Yes, there were alley-punts came, but they had nothing.

at were their names?—One called the id," and the other the "Wild Boy."

Cumberland.] Or the "Wild Girl," which t?—No, not the "Wild Girl;" there is Vild Girl," and a "Wild Boy."

Inspector.] Had they been to the wreck? t that I am aware of. Plenty of boats go e beach that we do not know where they

ptain *Hunter.*] But they brought nothing? ey brought nothing. They go to the west- sometimes, and come back with nothing.

Inspector.] But these boats put off that —Yes.

hat number of sails were in the Downs then? annot recollect that; there might have been dred sails.

ere the Downs pretty full or empty?—I do hink there were above a hundred sails in Downs.

you know which way the wind was blow- —West-south-west.

at is a bad wind to get down the Channel ?—Yes.

ere there more vessels the 1st of September there were on the 31st of August, on the day?—That I cannot tell you.

d the wind continue in the same quarter those days?—From the westward.

that vessels could not get down the Chan- —No, not to the best of my knowledge. I t take much notice of which way the wind thout I am on duty. It is not my duty to out for ships going down Channel.

If you are walking up and down the beach, you can tell whether there are ships in the Downs?—Yes. I know how the wind is when I am out on duty. *J. T. Russell.* 13 April 1867.

And you know whether there are more vessels in the Downs one day than another?—Sometimes there are a hundred sail get under way, and another day there are not 50.

Mr. *Mercer.*] Had there not been a large fleet lying in the Downs for a great many weeks, about that time?—I think there had.

Six or seven weeks?—Yes. I think there was a large fleet at that time; because, if you recollect, the wind came round to the north-west, and a great many got under way, and tried to get down Channel, and then bore up again. There might be 100 sail to-day and 200 to-morrow, and in about two hours there might be 100 come up into the Downs.

Were there not as many as 300 or 400 sail lying in the Downs, in the month of August, last year, for a very long time—an extraordinary long time?—Yes.

Mr. *Cumberland.*] During the time you were on duty, did you see any attempt at surreptitious removal of any goods brought ashore by them?—No.

Did you see any attempt at plunder or illegal removal of goods from the boats, during the time of the wreck of the "North"?—No.

Or while you were on duty?—No.

You saw something of the kind yourself?—No.

Mr. *Mercer.*] You have known of attempts at smuggling things in?—Oh yes; we have had one or two smuggling cases.

You have detected men who have attempted to smuggle?—I have lent a hand in it.

And have there been any attempts to get wrecked goods on shore?—I have not known of any.

GEORGE HILL, sworn; Examined by the *Inspector.*

ow long have you been in the Coast-guard? years, last September.

ways in the Deal division?—No.

here did you come from?—From Essex; nend.

ow long have you been at Walmer?—Four and nine months.

u were on duty with Russell?—Yes.

7.30, the night of the 30th of August?—

d were you put to watch things brought the "Cosmopolite" and the "Brave Nel- "—Yes, if any was brought.

ey were brought while you were there?—

u were instructed by Rogers to look after during the night?—Yes.

d did you do so?—Yes.

u have heard the account Russell has given; t account correct, as far as you know any- about it?—Yes.

d you see these punts go off to the "Brave n," and come back again?—I did.

d five men go in them each time?—I could wear to that; there were four or five.

it usual, when a punt goes off to a lugger, e whole, or the best part of the crew, to go ?—It is according whether they have any- in to get out.

e first time it went back it produced nothing but two or three bundles of canvas: what sized bundles of canvas were they?—As much as two men could carry; one bundle of canvas. *G. Hill.*

One bundle of canvas that they brought on shore?—One bundle.

Captain *Hunter.*] About two or three hundred weight?—About 1½ hundred weight, or two, perhaps.

The *Inspector.*] How was it done up?—Stopped up with rope yarn.

Tied round?—Yes, and some of them with points of sails.

How long was it; as long as that (*describing*)?—Longer.

More than six feet long?—I should think half as long again.

Eight feet long?—Yes.

How high?—Two or three feet.

And two or three feet wide?—I dare say it was; I did not measure it.

And there were four bundles of that kind?—Four or five, I am not certain.

I thought you had particular charge of what came on shore from the "Brave Nelson?"—So I had, but I did not put it down in a book.

What became of that?—It was under my charge until the receiver of wrecks' cart came up.

With Neeve?—Yes; and I lent a hand to put it in the cart.

G. Hill.

13 April 1867.

And you saw it put in the cart, and taken away by the receiver?—The receiver of wrecks' man.

Did the "Brave Nelson" bring anything else besides the canvas?—Not in the evening; in the morning part.

What did they bring in the morning part?—One sail.

Did it take four men to bring that in?—Yes.

What came ashore from the "Cosmopolite?"—Two sails.

Did you see the punts from the "Brave Nelson" come ashore?—I did.

And as soon as they came ashore did you go down to her?—Yes.

Immediately?—Yes; walked up with the things they took out of her.

When you got to the punt, did you look into the punt?—Yes.

What did you see there?—I saw some bundles of canvas.

Who carried out the first bundle?—I cannot say the man's name.

Did it take one, or two?—I think there were two; I will not say for certain.

And there were three bundles of canvas left behind?—There were four or five bundles of canvas; there were four, I am certain.

You say they were large bundles, that took two men to carry?—Yes.

Did two men take out the first bundle?—I think they did.

Did you go with them?—I went with the first man.

Then nobody was by the boat when you went there?—I was not by it.

There was no coast guard by that?—Not by that boat.

How far did you go away first?—About 20 yards of it.

Were there any houses or wooden stores near?—Not there.

How far from where they put the bundles down are their stores?—About 40 yards, or it might be more.

Forty yards inward?—Yes, inwards, towards the road.

Whom did you leave with the boat, while you went up with the man who had the first bundle?—I left no one about.

No one at all?—Not one of my own men.

What persons did you leave near the boat?—I can tell one or so; I think one was named Mercer.

Who else?—Morrison was another one, I believe.

Supposing there had been clothes, or tools, or anything of that sort in the boat, might they have carried them away during your absence without your seeing them?—Yes.

You must have eyes in the back of your head, then?—I could turn round.

Did you turn round?—Yes.

Are you quite sure of that?—Yes.

Did you give directions where they were to put the bundle down?—Yes, I told them to put it down in such a place.

While giving directions, your head was not turned to the punt?—Not at that moment; but they had not time to take anything away at that time.

Did you go up from the lower beach to the upper?—On the top of the full of the beach, where the high-water mark is.

And there you had the canvas put down?—Yes.

And did you have all the other bundles canvas put in the same place?—Yes.

What will a punt carry?—That I do n exactly know; it is what they call a paddle-pun

What weight will it take?—I do not kn exactly what it will carry.

Would it have been too heavy a load to h brought a sail in at the same time that th brought the pieces of canvas?—I think it woul and the men too.

Did you ask whether they got anything fr the ship's boats there?—I did.

Did they tell you?—They told me they h one more sail.

Did they tell you anything about any seame chests?—No.

Or that they had got anything out of the s men's chests?—No.

Did you look in the punt, at that time, in orc to see whether there had been anything dropp in it?—I did, and there was nothing dropped.

There was nothing?—No.

You put the sail where the canvas was, a looked after that?—No, I did not.

Where did you put it?—The canvas had go down to the receiver of wrecks, and the sail ca ashore in the morning; and that was left th until the man came out to relieve me.

Who took that away?—I believe Char Tarver did; he was the man who relieved me; was left in his charge.

You went on duty again at one?—Yes.

And remained until half-past seven?—Yes.

Did any boats go off during that time?—N there was one came ashore.

That was the "Wonder"?—Yes.

Do you know how many galley punts were that day?—I think there were two or three; will not say for certain.

Do you know what they were at all?—No do not.

Captain *Hunter.*] You do not know how ma went off the 31st, the day after the wreck? There was none went off in my time.

The *Inspector.*] But they were away?—think there were two or three away at the tim

You were on duty again, the 1st of Septemb at four in the morning?—Yes.

Did any boats leave the beach, or come asho

One came ashore.

Which was that?—The "Brave Nelson."

Did you examine her?—I did.

Were you there with Hocking?—Yes.

Did you find the seamen's discharge notes? I found two or three.

Where did you find them?—Lying about the fore peak.

Where the men were?—Yes.

Did you find the apprentice's indenture, Hocking?—I did not look particularly at the I took them to my officer, Lieutenant Hasse he put them in an envelope, and he sent them the receiver of wrecks.

Did you take them?—I passed them on to t next man to take to the receiver of wreck.

Was that Taylor?—I do not know his name

Mr. *Cumberland.*] Did you ask the men board the "Brave Nelson" about this extraor nary circumstance of finding the seamen's d charge notes on the floor of the boat?—Th said they believed there was one or two there.

Did they account for their lying about on t fl

G. Hill.

13 April 1867.

or of the boat at all?—No, I do not know that
y did.
Did they say how they came by them?—They
d they brought them from the ship.
Did they give them up to you, or did you find
em lying loose?—They were busy at the
ne.
And do you say these important documents
re lying on the floor?—On the bed place.
Were they printed forms? — Yes, regular
inted forms.
Were they printed forms of discharges sanc-
ned by the Board of Trade; you know what
mean?—Yes.
You know them perfectly well, there is a
own, and the seal of the Board of Trade in the
rner?—Yes.
Mr. *Mercer.*] Do you know the seal of the
oard of Trade?—There was an anchor and one
own.
Mr. *Cumberland.*] It was a printed form?—
es.
The *Inspector.*] I suppose coast-guard men do
t search the persons of sailors coming ashore?
Sometimes, if they look bulky.
How many pair of trousers may a man have
without being searched; three or four?—I
ould say in day-light they could not have many
thout discerning them.
If you saw a man with two pairs of trousers
, should you search him immediately?—I do
t know exactly about that, but I heard the
count of the men's clothes, and if I thought a
an had two pairs of trousers on, I should search
n.
Did you hear the men's clothes were gone?—
es.
When?—When I was on duty.
When did you first hear that?—The first
ng.
When you first went on duty, until half-past
ven the Thursday, you did not hear the men's
othes were gone?—We undid some of the
ndles of canvas when I was on duty, to see
ether there were any clothes in them.
That was not because you heard the men's clothes were stolen?—We heard the men's clothes had been stolen.

What time was it, as soon as you came on duty?—I do not know whether it was as soon as I came, or after.

Do you know who told you?—Me and Webb undid one of the bundles of canvas to see if there was anything.

Was Webb with you?—Pretty nearly all the time.

Had the chief boatman given instructions to untie the bundles of canvas?—He was there at that time.

Cannot you remember at all who told you the clothes had been stolen?—I do not know exactly the man who told me.

Was it one of the beachmen, or a coast-guard man?—It was a rumour among somebody, but we looked among the bundles to see if there was anything more than canvas.

Then your attention would have been called to a man who had extra clothes on?—Yes, if he had them.

And you saw none?—No.

Captain *Hunter.*] You heard that clothes were stolen?—Yes.

Did you ever ask where they got the certificates, because they came out of the seamen's chests?—They came out of the seamen's chests, or out of the captain's cabin.

Out of the chests?—I think the captain keeps them.

You did not ask them where they got those certificates?—No; they were all busy at the time getting the boat up, and one thing and another.

Mr. *Cumberland.*] Nor did they tell you where they got them?—They said there was some more they would give me when they were done.

Did they give you more?—No; Hocking was in the boat; I went down to Northend, and did not have them.

While you were on duty, did you see any attempt at plunder, or anything of that kind, of the goods, by the Deal boatmen?—No.

You had no complaint made to you by any of your fellow boatmen about that?—No.

JOHN WEBB, sworn; Examined by the *Inspector.*

J. Webb.

How long have you been a coast-guard's man?
Ten years and six months.
Always on the Deal division?—Yes.
How long at Walmer? — Eight years and
ır months.
You went on duty with Hill, at half-past seven
the 30th August?—Yes.
What did you do that night?—Went to the
ıthward.
How long were you patrolling towards the
ıthward?—Till about 10.
Did you then come back and stay by the boats
th Hill the rest of the night?—Not the whole
the time.
How long?—Until the goods were delivered
o the cart.
That was the first time?—Yes.
And they were delivered between one and two
the morning?—Yes.
Did you see the punts come ashore?—No.
Or go off?—No.
Where you there when the sail was brought
ıore from the "Brave Nelson"?—No.
When did you go off duty?—Half-past four.

And came on duty?—At half-past seven the next night.

Is that rather unusal having two night trains?—No; it runs that way at times.

What did you do the night of the 31st, and the morning of the 1st September; which part did you take then?—The centre

Anybody with you at the centre, or were you each taking your three beats as usual?—The man to the northward of me was on the alert.

Was that Goldsworthy?—Yes, as far as two boats that were lying in the road.

What were they?—The "Brave Nelson" and the "Royal Albert."

There are two boats; we have never heard anything about their coming ashore; two galley punts, the "Robert Clothier" and the "Wild Girl." Did you know anything about those two?—No; there were no boats off, only the two luggers.

Did you see anything wrong, or out of the usual course, while you were on duty?—No.

You saw nothing, except these things that were on the beach?—Towards the morning I saw the men on the stir.

J. Webb.
13 April 1867.

What morning?—The morning of the 1st; that is after midnight.

After midnight on the night of the 31st?—Yes; they launched a punt and went to the "Royal Albert," and fetched some bundles of canvas ashore.

What time did the "Royal Albert" come up into the roads?—She was there when I took on at half-past seven.

Did you see what she brought ashore?—Yes.

Was that brought ashore in a punt?—It was brought ashore in a punt.

Did you go down to the punt and look at it?—I did.

What time was it brought ashore?—To the best of my recollection, between two and three.

In the morning?—Yes.

How many pieces of canvas did she bring on shore?—From 15 to 17, or 18 pieces.

Where they wrapped up?—They were rolled up, and stopped up with rope yarns in bundles; it appeared like canvas.

You heard what was said about the size of the bundles; were they of that size or smaller?—Smaller.

Could one man carry them?—One man carried them up.

Did only one man come ashore with the punt?—There were three men.

And one man carried them up?—One man carried a lot; no, two men carried one lot.

Did you order where they should be put?—Yes.

And did you stay by them?—I stayed by them until I was relieved.

Who relieved you?—Hill.

That was the morning of the 1st September?—Yes.

You do not know what became of the 17 pieces of canvas after you were relieved?—When I relieved him again, he told me they were returned to the Receiver of Wrecks.

GEORGE HILL, re-called; Examined by the *Inspector*.

G. Hill.

Do you recollect what time they were taken?—They were taken at five o'clock.

Did you see them put into the cart?—Yes; I saw them put into the cart, and Russell was with him.

Did anybody go off in the punt to the "Royal Albert," after you relieved Webb?—Yes.

JOHN WEBB; Examination resumed by the *Inspector*.

J. Webb.

Do you recollect what time they were taken?—Between five and six o'clock, but nearer six.

That was your time?—Yes.

Did you go on board her?—Yes.

And searched all parts of her?—I did, all parts.

And there was nothing to be discovered?—Nothing.

Did you know why she lay out till between two and three in the morning?—She came in late at night; some time just before I went out.

Did the tide serve for beaching her?—They never put them ashore, one time in a thousand, at night-time.

They wait till daylight?—Yes.

Was she lying opposite the capstan?—Yes.

Mr. *Mercer*.] They are not certain, when they come to the anchorage, that there are men to take her up?—No. I heard the man say they were going anchoring; going to the westward to pick up anchors.

Do you know why they landed at two or three in the morning?—They were tired when they came in at night, and they went out in the morning to do it.

The *Inspector*.] Did the whole crew of the "Royal Albert" land in the punt?—The same men brought it in.

What was the number of the crew of the "Royal Albert"?—I do not know.

Would she have more than three men?—She would have more, but they were not in the punt.

You cannot tell they were not on board the lugger?—I could not see anybody at night moving on board the lugger.

Mr. *Mercer*.] Did they pass you while on guard?—I saw the people, and I saw them make towards the stage, launch the boat, and go to the lugger.

And they saw you?—Yes, they passed me.

Mr. *Cumberland*.] How many of these bundles of canvas were there?—I did not count them; but to the best of my recollection there were 16 or 17.

Of these large bundles?—Yes.

Did you see whether any of them consisted of complete sails?—They were pieces, because I could see the rags and jags hanging about.

Can you state what size the bundles were?—They were a good load for a man; I did not lift either of them.

What size were they?—About that length (*Describing about five feet*), and about three feet round; some more and some less. They were not all one size, either in length or round.

Mr. *Mercer*.] One bundle was as much as one could carry?—Yes.

Mr. *Cumberland*.] And all these large bundles did they all come ashore in the punt at one time?—No.

How many trips did she make?—Two trips; but the boat did not heave up; she came to the beach. The bundles were put out, and she went back again.

JOHN HOCKING, sworn; Examined by the *Inspector*.

J. Hocking.

How long have you been a cost-guard's man?—Twenty nine years.

And always on the Deal division?—No.

Where have you come from, then?—Silsby Bill, nine miles from Chichester.

How long have you been in the Deal division?—Seventeen years.

How long at Walmer?—Nine years come the 20th August.

You

J. Hocking.

13 April 1867.

'ou were on duty with Tarver at one o'clock August 30th?—Yes.
And stayed on with him till half-past seven? es.
Were you at the boats?—Yes, at the life-boat.
Did you go from the life-boat up to the boats' ding-place?—Yes, anywhere where they land.
Did any boats land that day?—Yes.
What boats landed the 30th?—The "Wild l."
On the 30th?—No boat landed that had been he wreck the 30th.
Did any boats land at all the 30th?—Yes.
What landed?—The "Wild Boy."
Did you search the "Wild Boy"?—Yes, we ays search every boat that comes in; and the Success," she was off to the southward.
She came in?—Yes.
And had nothing in her?—Yes.
You searched both of them?—I did.
During that time did two galley punts leave shore?—No, not that day.
Are you quite sure about that?—Yes.
When did the "Robert Clothier" leave?—e 30th.
That is the day of the wreck that you were duty with Tarver, from one till half-past seven, you did not go on again till the morning of 31st August. In the afternoon duty, did the "Robert Clothier" go off?—Yes, on the h, and the "Wild Girl."
What time did she come back?—About seven ock, just before I was relieved.
What had she on board of her?—Some blocks; ew blocks, and about five or six pieces of Ma-a rope.
Did you yourself take the blocks out of the Robert Clothier"?—No, but I saw them taken .
Who took them out?—The man on shore.
Did you see them?—I ordered him to put m in the store.
Who took possession of them?—The men. I swered for them. I counted them. I believe re were five.
And some pieces of rope?—Some old pieces.
Henry Hall is the owner of the "Robert othier"?—Yes.
How many men were there with him?—Three re.
Did one of them take the blocks away with n?—No.
Where were they put?—Put in the store-room the house.
What house?—A little store-house.
Where?—Up by the stage, alongside the cap-n.
Did it belong to the coast guard?—No, it be-ged to them.
You saw the blocks put in?—Yes.
Do you know whether there were any block ops round them?—I think there was, and some hink were not.
Will you be quite certain there was a strop nd one of them?—I think there was a strop nd one or two.
Did you take any particular notice of the co-r of the strop?—Block strops; they were not ge blocks.
Do you see those block strops down there?—s.
Were they anything like those?—They were t so big. They might be as big as that one *ferring*), but not so big as the other.

Were they that colour?—They were black.
Do you call those black?—No; there are some black and some white there, that I can see.
Do you know what became of those blocks?—The officer, I believe, gave them to the men; they would not pay the carriage up.
You do not know what the men did with the blocks?—No.
Or with the block strops?—No.
Did you go on duty at half-past four the next morning?—Yes.
And stayed till one o'clock?—Yes.
Did several boats leave the beach that morning?—Yes, many.
Do you remember the names of any of them?—Yes, the "Wild Girl."
And any others?—I think the "Wild Boy."
Were they all galley punts?—All galley punts.
And no luggers left that morning?—No.
Were there any luggers away that morning?—No; I do not think anyone that morning; not to my recollection.
Was not the "Royal Albert" away that morning?—I do not recollect.
You saw the "Wild Girl" go away?—Yes.
What time did she go?—She went away in the morning, shortly after I went out.
What time did she come back?—A little before I left.
About 12 o'clock?—About 12; I cannot say to half an hour.
Did you search her?—Yes.
What did you find?—Sixteen pieces of metal, little and big.
What size pieces were they?—Some were full sheets, and some of them not more than a quarter.
What do you suppose they all weighed together?—About 16 pounds.
That is only a pound a piece?—I know that.
A sheet weighs more than a pound?—Yes; I counted them, little and big.
And what did you do with the big?—Sent it to the Receiver of Wrecks.
What did you do with it?—Took it to the watch-house.
Did you take it to the watch-house yourself?—No, the man's boy brought it up there.
What is the man's name; Makins?—Yes.
Makins' boy brought it up?—Yes.
You cannot tell whether the same sheathing that you gave Makins' boy was taken to the watch-house?—No; I can swear to the number, but not to the size. I could not swear to the weight.
It is returned as 16?—That is it.
How far is it from the place that you searched the boat up to the watch-house?—About 200 yards, or 150; I cannot tell.
Do you know where Makins lives?—Yes, at the "Stag" Inn.
Does the "Stag" Inn lie between the boats' landing-place and the watch-house?—Right opposite his place.
So that the boy must have passed the "Stag" to go up to the watch-house?—Yes.
You went off duty at one o'clock, and did not come on duty till seven in the morning of the 1st September?—Yes.
And stayed a couple of hours?—Yes.
To relieve the man while at breakfast?—Yes.

J. Hocking.

13 April 1867.

Did you see the "Brave Nelson" come ashore? Yes.

Was she hove up?—She was hove up.

Did you go with George Hill on board her?—Yes.

What did you find on board her?—Some seamen's discharges. George Hill picked up some, and took them to our officer.

Were there any of the "Brave Nelson's" seamen on board?—Yes.

Did you ask them how they came by these things?—They said they picked them up on the ship's deck.

Can you tell me the man who told you that?—Yes, George Pearson.

He is the owner?—No, Marsh is the owner of that boat.

What is his Christian name?—Henry Marsh. He is not a waterman; he never goes out.

You took the seamen's discharges to your officer?—George Hill took what he picked up, and after he was gone, I picked up a good deal more.

How many did you pick up?—Five or six, and an apprentice's indenture, and an old pocket-book.

Did you look over the pocket-book?—There was nothing in it.

Did you see any name in it?—No; it appeared to have been over a desk by the size of it, and it was at the watch-house for a day or two, and then George Buckmaster took it to the Receiver of Wrecks.

JOHN GOLDSWORTHY, sworn; Examined by the *Inspector*.

J. Goldsworthy.

How long have you been a coast-guard's man?—Thirty years.

Where have you spent that time?—I have been to different places; to the Folkestone district.

How long in the Deal district?—Twenty-five years.

How long at Walmer?—Twenty-two years nearly, within a month or so.

I suppose you know most of the Walmer people, and most of the Walmer people know you?—Yes, generally speaking.

You did not go on duty, and knew nothing about the "North" until half-past seven, the night of the 31st August?—Yes.

And you went on duty with Webb and Morden?—Yes.

What part of the duty did you take?—From half-past seven until half-past four.

What part of the beach did you take?—The northernmost part.

It is your duty to walk to the north end, and meet the north-end patrol?—Yes; from the north end to Deal Castle.

How many times did you meet the north-end patrol that night?—I never saw him once.

How many times did you go to the north end of your beat?—Three or four times.

Who was with the boats that night?—Webb.

Morden was the southern?—Yes; I had this part of them myself.

Did you go to the boats, and stay with Webb any time?—Yes.

How long did you stay with him altogether?—The chief part of the night. I had two boats in the roads at the time.

The "Brave Nelson"?—The "Brave Nelson" and the "Royal Albert."

You were looking after those boats?—Yes.

You are senior boatman to Webb?—Yes.

And were you in command that night?—Yes.

Did a small boat go off to the "Royal Albert"?—Yes.

About four in the morning?—Between two and three.

How many men went off in her?—Three, I think.

Had you seen that small boat come ashore?—No, the small boat came on shore previous to my going out.

Did the men go in the lugger?—Yes.

How long did they stay there?—A quarter of an hour, or 20 minutes.

They came back in the punt?—Yes.

And what did they bring back?—A portion of canvas, and a small portion of rope.

How much altogether?—I cannot say exactly.

How many bundles?—I did not count them.

How many trips did she make?—Two.

Were there as many as 17 pieces of canvas?—I think there were.

Did you report them to the Receiver of Wrecks?—Yes.

Did you take them with you?—No, I left them with Webb.

Did you go to Mr. Hight to tell him there was the canvas?—I went to Mr. Hight at half-past three, and took him up to fetch them.

Did he send his man down?—Very soon afterwards.

Did the man come down before you left duty?—No.

And you do not know when they were taken away?—No; when I went, I left them in charge of Hill and Russell.

Who relieved you?—Yes.

And that is all you know about it?—That is all.

Mr. *Mercer.*] You saw no attempt to plunder on the part of anybody?—No, not the slightest attempt.

Mr. *Cumberland.*] You heard no complaint from any of your fellow-men on the subject?—No; I did not see the slightest attempt to take the least bit away.

Mr. *Mercer.*] Where the southern guard of your station and the northern guard of the other station join, how near is that to where the first boats in Deal pull up, and the first boats in Walmer pull up?—It is about between 300 and 400 yards.

[Adjourned.

Ramsgate.—15 May 1867.

UTES of EVIDENCE taken before *Montague Bere*, Esq., Inspector, and Captain *nter*, Nautical Assessor, appointed to inquire into the circumstances connected h the Wreck of the Ship "NORTH."

(From the Shorthand Notes of Messrs. Cherer and Bennett.)

EIGHTH DAY.

Captain JAMES SIMPSON, sworn; Examined by the Inspector.

E you the captain of Her Majesty's ship gyar"?—Yes.

d, in September last, were you commis- l by Lloyd's Salvage Association to come to this neighbourhood to make inquiries the alleged plunder of the ship "North"? as.

l you communicate first of all with a detec- fficer of the name of Forester?—I did, on llowing day.

hen did you receive instructions; can you e?—On the 13th or 14th of September; I ed at Deal on the 15th.

d you communicated with any persons e you came down; I mean, any detective? t any.

l you find Mr. Brett or Mr. Forester here? ound Mr. Forester.

. Forester is here, I believe?—I am not e.

d you begin to make inquiries on that day? rrived late at night, and the next morning I a note to Forester, at 10 o'clock.

d Forester been down in Deal any time?— nk from eight to 10 days, as far as I can lect.

at would be on the morning of the 15th of ember, would it?—I arrived on the evening e 15th.

d it was the morning of the 16th you began? s.

hat did you do first that day?—I asked ster what he had been doing, and he told

at we shall have from Forester; what did lo yourself?—I proposed we should go on ollowing day. I made a diary from day to and I also sent for Mr. Parker, the superin- nt of police.

r. Parker is the superintendent of police at ?—Yes.

d you find Mr. Parker give you ready and ng assistance in the inquiries you made?—I orry to say, not; in fact, I may say, he was nly police officer in the whole of the district I went to, that did not give assistance. I d the greatest assistance from all the others.

aving communicated with Forester and er, did you go to any of the stores that day? ot that day.

hen did you first go to any of the stores?— he 19th.

9.

What were you doing between the 16th and the 19th?—On the 16th we also went to Walmer, and saw the police constable Ralph, and made inquiries of him, and on the Monday we went to Sandwich and saw Superintendent Stokes. I must also tell you, on my way to Deal I went to Captain Ruxton, the deputy chief constable, and he gave me a memo. of the different heads of the police, so that I might communicate with them.

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I think, if I am right, the police at Deal are not under the superintendence of the chief constable?—They are not.

So that his introduction to them was of no use?—Yes; he told me that.

Did you find out anything at Sandwich, or at Walmer, which led you to believe any of the goods of the "North" had been landed at either of those places?—No; we went with Mr. Stokes to all the marine store dealers there.

Did you make any inquiries at the pawnbrokers at Sandwich?—We did.

Did you trace any of the goods like those that had been on board the "North"?—Yes.

Did you go to Canterbury?—Yes; I made inquiries there of all the pawnbrokers and marine store dealers.

It is alleged there were certain ship's instruments on board the "North" at the time of her wreck; did you find any trace of those ship's instruments having been dealt with at any of the places?—No; we have tried at every place, at all the pawnbrokers and some jewellers; we went to where we thought they might have been taken.

Mr. *Mercer.*] You found no trace whatever?—None whatever.

The *Inspector.*] Did you try the pawnbrokers at Deal?—Yes.

And found no trace there either?—No.

Did the pawnbrokers at Deal show you their books without any hesitation?—I did not see the pawnbrokers' books; the only books that we saw were those that appeared in the court of Foster's.

Mr. *Mercer.*] Did you ask to see the books?—No.

The *Inspector.*] It was on the 19th that you really began your inquiries in searching at Deal?—Yes.

Tell us where you went that day, and what you did?—I went to Dover, and saw Mr. Latham, Lloyd's agent, the commanding officer of the coast-guard, and the superintendent of police, and

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made various inquiries, and searched the premises and stores of Johnson.

Was Forester with you?—Yes.

And was Mr. Coran with you too?—Yes.

Did you find anything on Mr. Johnson's premises except some blocks and ropes that were taken out of the "Palmerston"?—No.

That was all you found at Johnson's?—Yes; I think Johnson was the name of the man that had the blocks and the rope belonging to the "Palmerston," one of the crew took it there.

Did you go to any other marine-store dealer in Dover?—No, not that day.

Did you go to any other place excepting Johnson's, in Dover?—Not on that day; we did afterwards.

What did you do on the 20th?—We went to Faversham and Canterbury.

And did you make inquiries there?—We saw the inspector of police, and instituted inquiries.

Had you found anything?—We found nothing there, and at Faversham the books of the two marine-store dealers, one of them particularly, were exceeedingly well kept, and so much so that I called the attention of the inspector of police to it. I said "This is a very different way to some of the books."

Did you ever make inquiries of the marine-store dealers in Ramsgate?—I think Mr. Brett did, I am almost certain Mr. Brett did, and the police had instructions to give them a list of stores at each of the places, and they had a list of such of the stores supposed to be lost from the "North."

I want to know whether the same inquiries that were instituted at Canterbury and Faversham, were instituted at this place, at Broadstairs?—Not at Broadstairs, we did not go there, because we found we had not traced anything that had gone in that direction at all.

The evidence at present is, that there were certain Broadstairs boats in the neighbourhood of the wreck?—So I heard afterwards; the "Buffalo Gal," but she was employed in taking rice, and she gave up her rice; the distance was too great.

I want to know whether the same inquiries that were instituted at Deal, Faversham, Canterbury, and Dover were instituted here and at Broadstairs?—Not at Broadstairs.

And as far as you yourself know, they were not instituted here?—No, not personally.

Mr. *Cumberland.*] But you do believe inquiries were made here?—Yes; I know this, that I saw the inspector of police here at this place.

What is his name?—James Levick; I saw him myself, and begged he would institute inquiries.

On the 20th you went to Faversham and Canterbury?—Yes.

And found nothing that you could identify there?—No; and on the 21st we went to Walmer, and searched the premises of Mr. Friend, the marine-store dealer.

Did you search any other marine-store dealer's at Walmer, that day?—No.

Did you hear anything about a man of the name of Arnold, a marine-store dealer at Walmer?—We went there afterwards.

Did you find anything at Friend's?—No.

Was that a large store or a small one?—A small store.

What was in it?—He sold all sorts of things.

I want to know this; was the store full, or was it empty at the time you went there?—There were not many things in it, it is a sort of shop as well; it is not a general marine-store d[illegible] he has crockery-ware, and all sorts of [illegible] in it.

Has he not a room in which he keeps odds a[illegible] ends?—He has the back room in which he p[illegible] things.

Did you see any sails or rope?—None of [illegible] rope.

And none of these instruments or carpente[illegible] tools, or anything of that sort?—Yes.

Was that all you did the 21st?—We we[illegible] and saw Captain Knott, he was then the age[illegible] for Lloyd's, to inquire about a chronometer th[illegible] was supposed to be taken away by the ma[illegible] the vessel; I knew there was one mis[illegible]ing ch[illegible] nometer, and I wanted to get at the bottom [illegible] whether that was the chronometer, or whet[illegible] that was one that belonged to the captain of t[illegible] ship; and from the inquiries, we found it was t[illegible] one that belonged to the captain of the vessel.

On the 22nd, what did you do?—I was at D[illegible] then, and saw the whole of the boat's crew t[illegible] brought the chief officer and the crew of t[illegible] "North" on shore; they were a good deal [illegible] noyed at it being thought they were accused [illegible] stealing the chronometer.

What was the name of the boat?—"T[illegible] Reform Lugger;" they took Baird and the cr[illegible] out of the brig.

Who was the captain of that lugger?—I ha[illegible] not got his name.

Mr. *Mercer.*] His name is Trot, and she b[illegible] longed to Deal.

The *Inspector.*] What did you do next?—[illegible] the 23rd I saw again the inspector of poli[illegible] Mr. Parker, at Deal, and he said to me in aski[illegible] about the stores of the "North," he did [illegible] believe anything of the "North" was in Deal [illegible] had all been sent to the receiver's.

Mr. *Mercer.*] What Parker said was, he [illegible] not believe there was anything in Deal but w[illegible] had gone to the receiver of wrecks?—Yes.

The *Inspector.*] Did you search any place [illegible] Deal, that day?—No; and on the following mo[illegible] ing I went to London, to the Association, to [illegible] Mr. Harper.

When did you return?—I returned on [illegible] Tuesday.

What date was that; how long before [illegible] went to River with Mr. Brett?—I returned [illegible] 25th, and I went to Margate and Whitstal[illegible] and saw the chief officer of the coast-guard [illegible] that place, and the receiver of wrecks, who [illegible] an auctioneer and joiner.

Did you find anything had been brought [illegible] shore at Margate and Whitstable as far as [illegible] receiver of wrecks went?—No.

Did you make the same inquiries as at Dov[illegible] Canterbury, and Faversham?—Yes.

Did you go to the pawnbrokers' shops at Wh[illegible] stable?—They said there were none there; th[illegible] said there was not a poor man in the place.

Did you make the same inquiries at Margat[illegible] —Yes.

Who is the inspector of police at Margate?—[illegible] Mr. Saunders.

Did he go with you?—No, he did not go, [illegible] went with Mr. Brett.

Was Mr. Brett with you then?—No, not [illegible] that time; he went afterwards again.

He did go with you that day?—No, I was [illegible] myself; Mr. Forester had returned to Londo[illegible]

I think Mr. Brett came down the morning [illegible] the 28th?—Yes.

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ıd did you go with him the morning of the
to Dover?—Yes; I held a conference with
Coram, the superintendent of police.
ıd did you go out?—We went to Dennis, a
ıe-store dealer.
d you find anything there?—I went away
ıse some days previous to this, I had ob-
d a cart at the door, and I observed there
canvas in it, and knowing I was on this
I felt convinced from the look of the can-
it was ship's canvas; I went in, dressed
ır to what I am now, and they did not know
I said, "I want to know about the canvas
le; is it for sale?" and they said it was.
here was the cart?—At Dennis's store; he
ıe had sold it. I said "Cannot you let me
it, I want it for a certain purpose?" I asked
al questions; and I then asked, "have you
l of the wreck of the 'North'?" and he said
e had not. I immediately went to the tele-
ı office and asked for Mr. Brett, or another de-
ve that was named to me, to be sent imme-
ly.
Mr. Forester's place?—Yes; for I felt
inced that he might discover something
, and immediately Mr. Brett came I said
e best thing you can do is to go to Dover
ce, and I think at that shop you can discover
thing." They went by themselves, Mr.
m and Mr. Brett, and I remained two or
hundred yards away; they went in.
r. *Mercer.*] Is that from your diary, or from
ory, you are speaking?—I have it down here.
ıptain *Hunter.*] There is no mistake about
memory?—No, I was not looking at the
at the time.
ıe *Inspector.*] Did you make any inquiries
what had become of the canvas you had
outside Dennis's store?—Yes; Mr. Coram
e to me at the door, and beckoned to me at
listance I was off, and I came, and he said
hat are you doing here?" that is, Dennis
that; I said to him, after he had produced
blocks and the rope, "You have more than
; what has become of the canvas you had
ide the door?" He said "That has nothing
o with the 'North.'" I said "That is very
aordinary," and he at last said he had no
e, he had sold the rest; and he went on for
nsiderable time pulling out pieces of rope
ı a large quantity there was there, a piece
and there, and collected so many blocks
so much rope, and he said it was brought to
by one of the men of the "Palmerston"
and he gave his name.
ır. *Cumberland.*] What was his name?—
son. Then we went to River and Crabble
rwards.
aptain *Hunter.*] What quantity did he pull
in that way?—I should think about 30 or
athoms, as far as I can remember.
ı weight what was it?—I should not like to
the weight; it is difficult to know the weight
ıe rope; I can tell by the length.
Was it 2 cwt.?—I should think so.
erhaps not much more?—There might not
ıore.
he *Inspector.*] Did you see whether the cart
full?—Yes, it was.
With one or two horses?—One horse; there
a great deal in the cart, but I will not say it
all canvas, because it was partly covered over.
What you saw was like canvas of some sort or
her?—I was convinced of that.

Could you tell whether it was sails that had been used, or was it not?—They were in very good condition.

Captain *Hunter.*] Clean?—Quite so; it struck me at once, being in that state, being accustomed to see ships' sails, I knew it at once.

The *Inspector.*] Could you tell at all what part of a particular sail it was?—No, I could not; it was all done up together.

How many days were you before you went to Dennis's store and picked out the rope?—Three days before; the 26th I observed the cart at the door of Dennis's store.

Captain *Hunter.*] Did it look like heavy canvas?—No, coarse canvas, about No. 3, and it was not cut up at that time; it had no appearance of any cutting up, it looked like a sail.

Could you see whether there were any rope still on it?—No.

Rope that properly belongs to sails?—No.

Then I believe you went out to Crabble and River, with Mr. Coram and Mr. Brett?—Yes.

And saw Foster there?—Yes.

Was the mate with you then?—No, the mate came afterwards.

Captain *Hunter.*] Did the sails look like large sails?—Certainly.

Big enough for the topsail of a ship of that size?—No, I should think not; but they were cut up into small pieces, not cut up like the canvas we saw subsequently; it must have been cut up afterwards; if that was the canvas we saw, it must have been cut up afterwards.

What you saw at the mill was not the same, as far as the pieces go?—It was more cut and hacked about at the mill.

The *Inspector.*] Were you with Mr. Brett all day, the 29th?—Yes.

Did Dennis give you any information as to what he had done with that canvas?—No.

Did he show you his books?—No, I do not remember.

Did you ask for them?—I cannot say.

Captain *Hunter.*] About what weight of canvas do you think there was in that cart?—I should think a good half a cart load.

Half a ton?—Yes, I should think so; about that, I should think.

And that was one large piece?—Yes; I did not like to touch it at that time, because I had no one with me, and I could not do anything; I thought the best plan would be to keep it quiet, and telegraph for a detective.

The *Inspector.*] The 29th was a Saturday?—Yes.

Did you go back to Deal that day?—Yes, returned to Dover and Deal.

And did you come to Dover again on the Monday?—On Sunday I went to Dover, and saw Mr. Iron, the harbour-master, and went on board the steam tug "Palmerston."

Did you go with Mr. Brett that day?—Yes.

And did you see Captain Mansell?—Yes.

And was there some canvas there?—The crew produced some rope and some blocks, and said Captain Russell had given them to the crew.

And did they produce some canvas to you?—Yes.

What quantity of canvas?—A small quantity of canvas.

Could you tell whether it had been part of a large sail or sails of a large ship?—Yes, ship's coarse canvas.

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What weight of canvas do you suppose was there?—A small quantity.

A hundred weight, or something like that?—Much less than that.

Captain *Hunter.*] A few pounds?—Yes; a small quantity of canvas.

The *Inspector.*] Was that all you did find?—I went to the chief officer of the coast guard.

Who was that?—I forget his name. It was relative to a boat's cover, which Dennis said he had bought from the coast guard, and I found on inquiry at the office that the boat's cover had been sold, a very old cover.

Would the boat's cover be made of canvas?—Yes.

Of the same sort as the sails?—Not so coarse; it would not be allowed to be sold until well worn out. It must be condemned stores before it can be sold in that way, and then it is sold by auction. Then, on the 1st of October, we went to the police court on the trial of Wilson, of the "Palmerston" tug.

Did you go that day to River?—Yes.

I want to know this; you know Foster, now?—Yes.

Where on that day did you first see him?—I saw him outside the Mill.

Which mill, the Ashdown Mill, Crabble Mill, or River Mill?—Crabble Mill.

Do you remember waiting at the turnpike gate before you got to Crabble for any time?—That was afterwards.

Was that the next day?—That was afterwards; I think that was some time after.

Was it not that day?—I will not be sure whether it was that day or not, we did wait there.

Can you remember, while you were waiting at the turnpike gate, whether you saw Foster or not?—I think we saw Foster, close outside the door of Crabble Mill.

What I want to call your mind back to is, whether you saw him outside the door of Crabble Mill, at the turnpike?—Not on the first day.

Did Foster go into the mill, or did you go in first?—We went into the mill, seeing the waggon at the door. I questioned Foster there where he got the rope from.

And Foster was in the store then?—Yes; he followed us into the store.

Who questioned him?—Mr. Brett, and myself also.

Did you hear what Mr. Brett said to him?—I think he asked him where he got the rope from, and he was inclined to be impertinent, and would not tell him; words to that effect. We could not get out where he got the rope from.

Do you remember whether Mr. Brett stated to him who he was?—Yes; he told him who he was; he told him he was a police officer.

Was the name of the "North" mentioned during that time?—Yes; I think he said that we were in search of property belonging to the "North," that was supposed to have been stolen.

Did you see Mr. Brett take anything out of his pocket, and show Foster?—I do not remember.

Did you hear Mr. Brett say anything to Foster about what was in the waggon outside the door?—Yes; I think he said that he had seen Mockett, and the rope in the waggon; they were just turning a little lane that was close to the mill, close to a public house.

Did you see any carts at the turnpike at Buckland that day?—No.

After the conversation with Mr. Brett, ca you remember at all what share you took in th matter?—We advised the foreman at River t take the rope in, and not to pay for it.

Was that Mr. Gould?—That was Mr. Gould and he promised to keep it separate.

Do you know a man called Payne?—Yes.

Was he there in the store-room?—Yes; it wa Payne that first made his appearance; I do n think Mr. Gould was present at the time; h came afterwards into the office.

I want to know what conversation passed b tween you yourself and Foster, as far as you ca remember; we have had Mr. Brett's account o what passed, and I rather want your account, you can give it me?—As far as I can remembe I told him who I was, and I was convinced th the rope belonged to the "North"; he woul not give any account of it, and said he should n give any account.

Mr. *Mercer.*] Was it after you said you we convinced it was of the "North," that he wou not give any account?—I asked him where h got it from; first he would not give any infor mation. I said, "It is no use; that is what w have been looking for, and I am firmly of opinio this is some of our stores from the look of it."

The *Inspector.*] What did he say then?—I said it was not; he said he had had it a lon time.

Had you seen the mate at that time?—No.

Who had given you a description of the stor of the "North"?—I had a list, and I knew, fro being so long on board ship, the sort of rop and some of that being so very good, I knew would not be taken to be made paper of in th state. I knew our own Government rope never sold out of the service until it is well wo out.

How could you tell, unless you had a descri tion from the mate, whether the rope was part the stores of the "North," or any other vessel the same size?—I made inquiries, and fou there had been no wreck near.

It was because you found it was rope belon ing to a large vessel, and there was no oth large vessel that could supply the rope, you co cluded it came from the "North"?—That exactly why I came to that conclusion. If the had been any other wreck, I should have ma inquiry; but I found there was only that lar vessel, and I came to that conclusion.

Captain *Hunter.*] And the rope was good? Yes, some of it quite good.

The *Inspector.*] Did you learn, in the cour of your inquiries at Deal, it was not an unco mon thing for masters of ships lying in t Downs to sell a boatman very new rope?—Ye I heard that, in small vessels, when they g short of provisions, they gave rope in exchang

Did you not hear that was not confined small ships, but rope was also given out fr large ones occasionally?—No; I heard sm vessels that got short of provisions, and the ma ter of the vessel had not got money to purcha them, had given it in kind for provisions.

Was that all that passed the 1st October River and at Crabble?—Yes; we went Mockett afterwards.

That was the man that bought them?—Ye he was with another waggon. We went Mockett, and asked if the rope belonged to hi and he said "No, he merely brought it out t Foster."

Capta

Captain *Hunter.*] Do you think the master of rge ship would have any interest in selling rope?—I understood, by asking questions in l, that in small vessels they often get short provisions, being a long time at sea, with con- y winds, and the master not having money buy food for the men, he sometimes gives e, a thing he had most of, for provisions; but ther it is true or not, I am not capable of ng.

What did you do the 2nd?—Went to Sand- h, and saw Superintendent Stokes.

When did you go again to River?—October 3rd, with Mr. Fox.

Did you see Foster that day?—Yes.

Where did you see him?—Outside Crabble.

Had you any conversation with him yourself? do not remember.

Were those the only times you saw Foster, as as you remember?—Yes; at the mill.

Did you ever see him in November?—Yes, ing his store.

Did you ever go into his store before the 1st October?—No.

What was the reason you did not search his e, as you had been going round looking at ous stores in towns in Kent?—I did not know as a store. I do not think he has a store ten up there.

Did you make any inquiries of Parker?—I ged of Mr. Parker to do all he could to assist so much so that on one occasion I tele- hed.

Did you ever, at any time, go into Foster's e?—No; after we found out the rope had e from Foster and Riley's stores, it was no going there. I saw three waggon loads e out as I was going out of Deal by coach.

Mr. *Mercer.*] You saw no name?—I saw no ne.

You passed the store?—Yes; I knew it was ore afterwards, because I was told where it

The *Inspector.*] Who told you?—Serjeant tt and myself both wanted Parker to search store after we found the rope at Crabble, he said it was much better not to do so, he recommended both Brett and myself to do so before we knew it had come from t store.

Mr. *Mercer.*] Did he recommend you to watch —I telegraphed to Mr. Parker from Dover, Watch Riley and Foster's premises."

Captain *Hunter.*] Did he give you any reason y you should not search?—He said, "I do think it would be safe for you to do it."

Mr. *Mercer.*] You could not do it without a rch warrant?—I thought we might come to e harm from the way he spoke. Had Parker, superintendent of police, given us the slightest a that they were stores, we should have known When I came to Deal, as a stranger, if rker had said, "there are Foster and Riley's res," we should have gone to them; we did know they were stores, because it is on the ch at Deal, and in continuation of the boat- ses, and a stranger would not find out it was marine-store dealer's; it is unlike a marine- re dealer's; it is a wooden shed, like any of the er boat-houses.

The *Inspector.*] Was that all you had to do h Foster at any time?—Yes.

Did you search any other marine-store dealers at Walmer or Deal? Did you search Joseph Arnold's, for instance?—Yes.

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Was that before or after you had seen Foster at Crabble?—After.

With whom did you go?—With Mr. Brett.

And anybody else?—Mr. Brett, and, I think, Mr. Stokes.

Did you find anything there?—No; there was some old rope.

What quantity of rope and canvas was there there?—No quantity of canvas, only a small quantity of rope. We asked for his books, and he had none.

I believe you went to the Ashdown mill?—Yes.

And saw some canvas there?—Yes.

And did you learn that canvas had been brought to Mr. Ashdown's by Dowell?—Yes, by Dowell.

Dowell and Barber?—Yes.

The mate was with you then?—He was.

He was shown the canvas?—Yes, and recognised it.

Do you remember how he identified it?—By the parts that had been repaired, that was one way.

By any other marks?—And also by the canvas that had strops and blocks. On one occasion the ship had been painted green, and the colour was altered; they had not enough green, and they substituted a stone colour.

How did he identify the canvas by that?—Because he stripped the paint off the canvas, and got to the original colour.

He did not see those at Ashdown's?—No.

I want you to confine yourself to the canvas he saw at Mr. Ashdown's; did he identify that from its general character, or was there any particular mark?—Yes; he also knew the marks at Liverpool of the sails. I think it was a red mark.

How long did you stay making inquiries about the "North"?—From the 15th of September to the 8th of November, and on various occasions I went up to town to see the association.

Have you given us the result of all your inquiries during that time, as far as any discovery of the "North" goods is concerned?—Yes.

Captain *Hunter.*] When Parker persuaded you from going to Foster's store, did he say he had examined it himself?—No, he did not.

Did you infer from what he said, that he was afraid to go in?—Yes.

That he himself was afraid?—Yes.

Mr. *Cumberland.*] What! he, the superintendent of police?—Yes; I certainly thought so. I was under that impression decidedly, from the fact that, when the trial took place in December, and the noise was made, Parker, the superintendent of police, said nothing; it was Mr. Stokes, the county superintendent, endeavoured to keep the court in order. I did not get any help from Mr. Parker, I know.

The *Inspector.*] Did you make the entries in your diary from day to day as they occurred?—Yes.

And the entries made in that order are correct?—Yes.

Mr. *Mercer.*] Were they made at the time?—Yes.

Every night?—Yes, nearly every night, after I had done the day's work; as nearly as possible every night, and here are the letters as I wrote them to the association the other side.

The *Inspector.*] As far as you are concerned, you

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you have made all these inquiries about the plunder of the "North," and you have found nothing of the goods that were on board, except what you have told us?—No.

The *Inspector.*] That is from the information given to you?—Yes.

Mr. *Cumberland.*] You said you took no steps to visit or search Foster's store or Riley's store; may I ask you, did you take any steps to search the numerous houses belonging to the boatmen that are placed along the beach, particularly at the north end?—I went down there on several occasions to both ends and Walmer, too. I went into them myself, but I did not see any signs of any rope or canvas.

The *Inspector.*] Did you go into the boat-houses?—Yes.

Mr. *Cumberland.*] They are very numerous indeed, and particularly at the north end?—Yes.

Considering the large number of boats that went from Deal to the "North" and returned from the "North" to Deal beach belonged to North End, and there are so very many of these boathouses scattered along the beach at North End, I want to ask whether it did not occur to you to visit any of those wooden houses?—I did go along there, but I felt all along there was very little avail in it. I saw Parker the morning after I arrived, and he said he was quite sure there was nothing in Deal, and, of course, at that time I thought I should have got more assistance from Mr. Parker.

Did you have any communication at all with any of the boatmen at Deal, with reference to what had been supposed to have been brought from the "North"?—Only with regard to the missing chronometer. The boat's crew were very anxious that an investigation should take place, and it was done at Captain Knott's. I wrote down what took place, and I found from telegraphing to Liverpool, and also writing to a gentleman that was at Deal on pleasure; he wrote to us he knew about the chronometer; it went to a certain house to be taken care of, and I inquired of an agent at Deal; the chronometer did not go. He put it in Baird's hands, and he took it to Liverpool; but there was one that was still said to be missing.

Then, with the single exception of that chronometer, you did not have any communication with any of the boatmen at Deal, with reference to what was lost from the "North"?—No, I thought it was no use speaking to them about it. I went elsewhere. I knew if they found I was seeking information I should not get any; I knew that.

Did you meet with all due assistance from the officers and men of the coast-guard force at Deal in prosecuting your inquiries, and ascertaining what had become of the stolen property?—Yes.

Or at least the property that was alleged to be stolen?—Yes; the officer of the Walmer station had his men mustered, and accounted for them. At Deal there were four men excused for gun drill and one man who was found drunk on that occasion, and who was reported; and I afterwards made a report, to say they had only three men out at that time.

What I intended to ask you with reference to this was, whether there was any fault that you could impute to the coast guard in any way?—They were quite ready, and Mr. Read, the chief officer of the Deal station, was most anxio to find out anything he could, and said "If I get you any information I shall be glad do so."

Therefore, so far as the coast-guard force Deal, Walmer, and Dover are concerned, y have no complaint?—No, quite the contrary they were ready to render every assistance.

With regard to Mr. Hight, the Receiver Wreck at Deal, did he render you assistan —I am sorry to say not. He said, "Ther nothing here." When I said, "When you hea of the wreck of the 'North,' what did you do he said, "I did nothing." I said, "Did you n go to the beach and see whether anything w coming ashore, or anything?" he said, "No." said, "That is strange. I do know what yo orders are, but it appears to me you ought have gone to have seen what became of t things from this wreck;" and I said, "Let me s what you have got belonging to her," and showed me. I said, "Do you tell me this is you have from the wreck of that large ship?" said, "This is all that came here." I said, "D you go to the boats?" he said, "No, they we not his orders."

Did you ask if he had made any inquiries any person with reference apparently to t large amount of property that was missing? I did not ask him.

Did you request him to take any steps in l office of Receiver of Wreck, to make some s of inquiry as to what had become of it?—I t him what I was sent down for, and who I wa I had the account, which I showed him. I sa "I do not know whether this list correspon with the list of things you have in your store he said, "Yes, that was the quantity." I sa "What has become of the others?" and he as he did not know. He distinctly told me he h no orders to leave his house; that when t things were brought to his door they were tak in, and he took a list of them.

He took no steps whatever with a view ascertain what had become of this missing pr perty?—None whatever.

Mr. *Mercer.*] What assistance did you a Mr. Hight to render that he did not rende —I did not ask him to render me any assistan

You were asked a question, whether you h every assistance rendered by Mr. Hight, a you said, "I am sorry to say I did not recei that assistance." What assistance did he r render?—He might have informed me, in t first instance, as a stranger to the place, whe the marine-store dealers were.

Did you ask him the question?—No, I d not ask him the question.

He is not gifted with omniscience to know wh you wanted?—I told him I came to look for t missing stores of the "North."

Did you ask him any question that he refus or declined to answer you?—No.

Did you ask Mr. Parker any question that refused to give any answer to?—I asked M Parker to render me any assistance.

Did you ask Mr. Parker any question that refused to give you an answer to?—I asked hi like I did the other police officers in the differe places that I went to.

I ask you the question, did you you ask M Parker, the superintendent of the Deal polic to render you assistance that he refused?—asked him to render me every assistance.

I a

sk you what you asked him to act in, that efused to do?—I showed him the letter from ain Ruxton, and he said he was not under ain Ruxton's orders. I said "As you are I apply to you as the head of the police to give your assistance in endeavouring to ver the stores."

id he refuse?—He did not refuse; but he ot give the slightest assistance.

id he do anything?—Nothing.

hat did he refuse to do?—I asked him for ssistance, and he did not give it; and when as asked to go to Foster's stores with Mr. t and myself, he did not go. We wanted to Foster's stores.

he *Inspector.*] When was that?—After we rned from Dover.

r. *Mercer.*] Was not the answer he recommded you, not to search it?—He made us be it was not safe to go; that we had better go. He recommended strongly we should not.

ou went into the boatmen's stores, several hem on the beach?—Yes, a boat-house.

id you receive any interruptions from any hem?—I could not actually go right into . I went just to the door.

id you receive any interruptions from any of n?—No.

as that after Mr. Parker had told you it not safe to go to Foster's stores?—That before; when I first came down here, when as not known.

ou are known now?—I daresay I am.

hen were you first employed by Lloyd's in business?—On the 15th of September I e down

hen were you first employed to come down? n the 13th.

hat were your instructions?—To endeavour iscover the missing property from the "North" was wrecked on the Goodwin Sands.

ere you accompanied by the detective ce?—I was not. I was told a detective was eal.

nd you found a detective at Deal?—I found tective at Deal.

id you and he lodge together?—We did not.

id you dine and mess together?—We did On one occasion I did ask Mr. Forester to er.

o you remember Captain Hudson calling on at Deal?—Yes.

id you not tell him on that occasion that Deal boatmen had brought on shore the nmast of a ship, and had sold it for a few lings to a pastrycook, and it was an abomile thing that the coast guard allowed it to be e?—No, I never said anything of the sort ut a pastrycook.

ask the question again, and caution you, you not say that the mainmast of the ship been brought on shore by the Deal boatn, and had been sold by them to a pastrycook, some other person?—No.

nd it was an abominable thing for the coast rd to have allowed it?—I said I had disco-ed at Sandwich that a mainmast had been sold Deal, and was lying on the beach at Dover.

id you not go to Captain Hudson direct, and out that the mainmast had been sold by tion in the regular way?—I did, but I knew hing about the pastrycook.

id you say to Captain Hudson that it had n sold surreptitiously by the boatmen?—No;

I told Captain Hudson what I say; my statement is this with regard to that mainmast, that I had information at Sandwich that the mainmast of the "North" was on the beach at Deal, and that I told Captain Hudson, and from inquiry I found that the mast had been sold by the Receiver.

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And you were wrong in the statement you made to Captain Hudson?—No; I had been informed that the "North's" mast was on the beach at Deal at that time; I did not know it was sold at all. I found out afterwards, on inquiry, a mast had been sold by the Receiver in the regular way.

Do you mean to say, on your oath, you did not tell Captain Hudson it had been sold, and it was an abominable thing to have allowed it?—I said it was an astonishing thing that that mast could have got on the beach, and the coast-guard men not know it. I said the coast-guard men ought to have been cognisant of its being there.

The *Inspector.*] Did Captain Hudson tell you he did know the name of the man who bought it?—No; when I took him to show him the mast he said he did not know how it was there.

Mr. *Mercer.*] You were examined before the magistrates at Wingham?—I was.

Were you not asked the question, and did you not swear, that that Portuguese schooner that was wrecked on the main was not wrecked till a fortnight after your arrival at Deal?—Yes; I made a mistake in the date.

Was it not wrecked the very day after you arrived at Deal?—It was shortly after; I thought it was a fortnight.

It was wrecked on the 16th of September?—She got on shore, but had not become a wreck till, I think, the 13th or 14th of the month. I told Mr. Forester that day that I had made a mistake about that vessel getting on shore; but the question was put to me whether the rope might have been out of the schooner, and I knew that vessel was not dismantled till somewhere about a fortnight after I arrived.

The *Inspector.*] Do you know when the crew left the Portuguese schooner?—I think they left two days afterwards.

That would be the 18th?—Yes.

Was she left to the mercy of everybody after that?—The coast guard took possession of her.

Where was she wrecked?—At the north end.

What sized vessel was she?—About 120 or 130 tons, as near as I can remember; a small vessel.

Captain *Hunter.*] If she was in the hands of the coast guard, all her rope would go to the Receiver?—I knew she was not dismantled till about a fortnight after she got ashore, but did not become a wreck till some time afterwards; they thought they would get her off.

Mr. *Mercer.*] Did you not accuse, either directly or inferentially, the crew of the "Reform" with having made away with that chronometer?—I did not.

The crew of the "Reform" made some disturbance in consequence of what you said about a chronometer?—I think Mr. Parker also had the list of the missing stores of the "North." There was a chronometer on that list, and I suppose the boatmen did not know the two chronometers were in the ship. They thought the chronometer that was saved was the one alluded to in the list.

There was a misunderstanding about the chronometer?—On their part there was.

They thought you had accused them of having made

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made away with the chronometer? — They thought so.

And it afterwards turned out it was in possession of the mate?—They were perfectly satisfied; they came to me, and said they brought it on shore; I knew the mate had got it. I said "Very well, I will telegraph and try and find out, but if there are two, of course one is missing." Still I took all their names down, and what they said, and I telegraphed, and they were told afterwards it was not the chronometer.

You were asked whether you had examined any of the marine store dealers; I want to know whether you inquired at Deal who the marine-store dealers were?—I did not ask anyone; I left that to the police.

Did you inquire at Dover, or any other place?—No, I left that to the police; Mr. Coram did that.

And you made no inquiry as to who the marine-store dealers were?—No; Mr. Forester, the detective, made the inquiries.

How long had Mr. Forester been there?—He was down there before Mr. Brett came.

Was he superseded by Mr. Brett?—Yes.

He had been some days at Deal?—Yes.

Were you at Ringwold on one occasion; did you accompany Mr. Brett and the mate to Ringwold from Dover on the occasion when the mate attempted to identify a sail on a cart that was standing there?—No.

Did you ever make any inquiries at Walmer about wire rigging?—No, I did not.

Do you know who did?—No.

How long were you at Deal altogether?—Do you want the number of days?

The *Inspector.*] Do you remember going to Ringwold with the mate and Mr. Brett?—Yes.

Do you remember going to the house of a man of the name of Bailey?—Can you give me the date.

October 26th, went to Ringwold and searched the premises of Bridges, a marine-store dealer.

Was the mate with you then?—Yes.

And Mr. Brett?—Yes.

Do you remember anything about a cart standing outside the door then?—I did not write it down so fully. We did not land any property belonging to the "North."

Mr. *Mercer.*] I believe you are the writer of a letter to the "Times," signed "Veritas," are you not?—Is that a question I need answer?

Are you the writer of that letter?—I beg to decline answering.

I think I must press for an answer?—Yes, I did.

In that letter you state, as to the boatmen at Deal, "It cannot be conceived that the men actually plundered the chests of the whole of the crew of the ill-fated vessel, appropriated the contents, and then, as if to add insult to injury, had the audacity to deliver the empty chests to the Receiver of Wreck"?—Yes.

What ground have you for accusing the men who delivered the chests, of stealing the clothes?—My idea in writing that letter, and what I interpret it is this, that the chests were there on board the vessel, and the clothes had been stolen.

The clothes were not there?—I had the officer's authority for saying the clothes were in the chests when they left the ship, and no sea could have washed those clothes out of the chests; and therefore I felt convinced that the boatmen had taken those clothes out of the chests, but I did not mean to infer that the men who actually returned the chests had stolen the clothes; in writing that letter, I did not mean that for a moment.

The point of your letter was, that they who had stolen the clothes had added insult to injury by delivering up the chests?—I meant the men of Deal, because I considered they had a large number of boats at the ship, and I consider the chances are, if they were stolen at all, it was done probably by the Deal men; but it did not follow; in my opinion it was the men who returned the chests.

You further say, that they plundered the chests of the whole of the crew; now it has been proved in evidence by the carpenter, a great number of the crew brought their clothes in bags with them?—The statement to me was there were very few clothes came on shore at all.

JOHN HICKSON sworn; Examined by the *Inspector.*

J. Hickson.

ARE you Managing Clerk to Messrs. Conbrough & Boyd?—Yes.

And do you remember the ship "North" being fitted out by Messrs. Conbrough?—Yes.

Were you in their employment?—Yes.

Have you got the various papers connected with the "North"?—I have them at my hotel, and will send for them.

Can you tell us about the payment made by Mr. Brown to some people at Queenstown, for goods supplied to sailors of the "North" (*a portion of the captain's evidence was read to the Witness*); can you remember anything about that transaction?—Not at all.

Can you remember any money being remitted by Mr. Brown to Queenstown?—I cannot call it to memory.

It is an unusual transaction, is it not, to pay for goods supplied to a crew after the voyage is over; is not the usual practice to get goods or provisions, or whatever it may be, for the use of the crew, and for the master to draw on the owner for the amount of those goods and provisions, and to hand that bill to the person who sold the goods?—Provisions it would be, not for clothes.

Would it be usual to have the bills sent for the clothes, and pay them afterwards?—Yes.

Are you able, from your books, to find any intimation of money being sent to Queenstown?—No.

Captain *Hunter.*] You know what was drawn for provisions and stores for the ship?—Yes, I can give you those amounts, and can produce the documents for that.

Then you do not know anything of what was drawn for the purposes of the crew?—No; but I can give each item of the amount at Queenstown for the crew.

Can you give the accounts of the crew?—Yes, every item I can tell; we have all the vouchers.

But you do not know how the captain paid for those things?—No.

The *Inspector.*] Have you the power of drawing

cheques for the Messrs. Conbrough?—No; Brown never gave me a cheque.

it from his evidence, the idea left on my is, that he took you the money, gave it you, you went and got a cheque for it?—He t have given me the money to get a Bank of land order, but I do not recollect it.

aptain *Hunter.*] He means to say he deducted om the money paid to the crew; he gave to you, and you sent the money over?— is what he says.

ut you do not remember that at all?—I do I am sure that I got none from our own .

r. *Cumberland.*] I suppose it might have ened without your recollection?—It might.

he *Inspector.*] Can you tell this; do you ember the captain coming back the 2nd of tember, after the loss of the vessel?—I re- ber his coming back, but I could not posi- ly say what date.

o you remember his having money to pay men's wages?—I paid them myself.

ou paid him the money?—I paid the crew myself, along with the captain.

t the shipping office?—Yes.

ow, you can remember this; did you pay of the crew his money in full, or did you anything on account of clothes that had had at Queenstown?—I paid according to account that is rendered, which is rendered he captain.

o that, if the clothes were had at Queens- n, they would be entered to the debit of the r?—Yes.

that money was not paid to the tradesman Queenstown, how would the tradesman ever paid?—He would not get paid, if he trusted he sailors.

ou debited the sailor, and have given him much less wages in consequence, say 5 *l.*; do you send that 5 *l.* to the tailor at Queens- n?—We have nothing to do with the tailor's saction.

Ir. *Cumberland.*] That would be a matter ween the master and the tradesman?—Yes.

Ve will take the seamen's accounts first?— t is the document. (*The Witness handed a ument to the Inspector.*)

ohn G. Bell, cash at Queenstown, 1 *l.* 10 *s.*, shoemaker 1 *l.*?—Yes.

will read these to you; there is a man ods, Queenstown, sailmaker, 1 *l.* 3 *s.*; then rge Morris, joiner, 5 *l.* 19 *s.*, at Queenstown; g, Queenstown, 11 *l.* 14 *s.*; Karl Blum, enstown, 9 *l.* 2 *s.*; Edwin Shillebeer, Queens- n, 6 *l.* 10 *s.*; Jackson, 1 *l.* 10 *s.*; Smith, Queens- n, 1 *l.* 2 *s.*; Macnamara, Queenstown, 7 *l.* 11 *s.*; co Voitch, Queenstown, 8 *l.* -*s.* 8 *d.*; John lston, 7 *l.* 6 *s.* 6 *d.*; Francis Lark, 6 *l.* 1 *s.*; lsh, 7 *l.* -*s.* 6 *d.*; Barrow, 4 *l.* 11 *s.*; Field, 9 *s.* 6 *d.*; Morriccy, 7 *l.* 19 *s.*; Davy, 7 *l.* 9 *s.*; ry, 8 *l.* 9 *s.*; Thomas Larn, 4 *l.* 1 *s.*; Ander- 10 *l.* 11 *s.* 9 *d.*; Jones, 10 *l.* 13 *s.* 3 *d.*; Griffith, 8 *s.*?—Yes.

ou can only tell that those sums of money e allowed to the men in consequence of either or goods supplied to them?—Yes.

t Queenstown?—I know nothing of what it for at all, except it was supplied at Queens- n.

nd you cannot tell how the persons who sup- d those goods got paid?—No.

Ir. *Cumberland.*] Is that a copy of the ac- count that the master is required by the Mer- chant Shipping Act to deliver?—Yes.

The *Inspector.*] Mr. Boyd told us that some- thing like 5,100 *l.* was spent upon the "North" before she made her last voyage; have you got the ledger in which that is all entered?—5,776 *l.*

What are the principal items there?—The supply.

Have you not got them carried out, sails, ropes, and so on?—Yes.

Copper, to begin with?—I can give you the account, if you wish it. That is the account for the sails and ship chandlery (*handing it to the Inspector*).

Are these for new sails?—Repairing the old ones.

Can you tell us at all how much is for new, and how much is for repairing; first of all, does that include ropes fitted to the sails?—Yes; the sails are fitted complete; it is 249 *l.* 17 *s.* 11 *d.* for new sails.

Can you tell from that, whether she had a full suit of new sails?—No, not a full suit.

How many new sails did she get for that?—I can give you the names of them.

We must have them; give me the names of what she had new?—A main topsail.

Any mainsail new?—I will give them as they are here: Main topsail, fore topsail, mizen top- sail, a cross jack, main topgallant sail, fore royal, main royal, main royal staysail, inner jib, flying jib, mizen topgallant sail, main topgallant stud- ding sail, and mizen staysail.

Thirteen new sails?—Yes.

Captain *Hunter.*] Can you give us the whole of the sails of the ship?—I do not think I have the means with me.

We thought she had a double suit, and we see here you have sails that we had no notion of?— They are charged to the ship; you do that from a book that is kept by the master sailmaker, and these two were made afterwards.

The *Inspector.*] If you can give us a list of the sails she had, it would be of importance?—I will try and do so.

Give us the sails altogether?—The total sail bill is 268 *l.* 7 *s.* 11 *d.*, for repairs and new.

Captain *Hunter.*] Then the repairs were very small?—That is all they came to.

The *Inspector.*] Had you yourself anything to do with looking at the sails of the ship?—No; I am not a practical man.

Now give us the cordage; the standing rig- ging, we have heard, was there, and the running rigging, the ropes, and manilla?—Yes.

Give us the running rigging?—The cost was 185 *l.* 18 *s.* 8 *d.*

And the rope?—Yes.

Was that the running rigging?—Yes.

The standing rigging can you give us?—No standing rigging.

That is in wire; can you give us that?—That is European; that remains.

You cannot give us what the value of that was?—I might be able to do so.

Captain *Hunter.*] Is there a new hawser there?—Yes; 75 fathoms of 10½.

The *Inspector.*] Can you give us what the ropes were?—They are supplied in coils.

It would not be known for what use they were on the ship?—A seafaring man would know by the size of the rope.

How many sizes of rope are there there?— There were three coils of 4-inch manilla.

Captain *Hunter.*] That would represent some-

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thing like four tons and a half?—Yes; then there were some lanyards supplied.

The *Inspector.*] Do you know what quantity of spare rope was supplied?—This is what we call spare rope; we send it on board the ship; but I can tell you the number of coils that were actually sent, 32 coils.

Of spare rope?—Yes.

All the same size?—No; different sizes.

Varying from what?—Varying from 3½ to 4¾, and there was a coil of 5¼.

Can you tell us were there any bolts of spare canvas?—Twenty-five.

Captain *Hunter.*] That canvas bill is not included in the 268 *l.* 7 *s.* 11 *d.*?—No; it is a separate item.

What would they cost?—£. 54. 12 *s.*

The *Inspector.*] What quantity of canvas is there in a bolt?—Forty yards.

Captain *Hunter.*] They vary from 40 to 43?—Yes, they vary.

Is it all the same length, and all the same width?—Yes; some is thicker than others; it varies by numbers.

The *Inspector.*] Can you tell what the ship cost being re-coppered?—The cost of new metal in the amount of the account taking the discount.

Captain *Hunter.*] And taking the return of copper?—Yes.

The *Inspector.*] But without that?—£. 419. 13 *s.* 2 *d.*

Captain *Hunter.*] Have you got the weight there?—There is the weight, and the number of sheets.

Give us the number of sheets of each weight?—In the first place there are 2,345 sheets.

What size?—Twenty-four and 26; various sizes.

What are the various sizes?—Twenty-two, 24, and 26.

Do not you know in what proportion they were put on, because the 2,345 would be the whole of it?—That is the whole that was supplied to her.

The *Inspector.*] You may take what is returned as price paid?—Yes, that is so.

Captain *Hunter.*] I suppose it would be a third 22, 24, and 26?—That seems to be it.

Mr. *Mercer.*] Have you the proportions of each?—I have each separately.

How many sheets 22?—They are all in separate lots, and I should have to pick them out.

The *Inspector.*] Make it out, and let me have it to-morrow morning?—If you will give me a memorandum of what you wish, I will pick it out for you.

About the cabin. Had some repairs been done to the cabin and some furniture put in; Mr. Boyd told us the cabin originally cost 350 *l.* to fit it up; did you happen to go on board the ship yourself before she sailed?—Yes; I think I was on her.

Do you remember going into the captain's cabin and observing the state in which it was fitted, whether the furniture was in good condition or not?—I could not say that.

Did you know the captain yourself personally?—Yes.

Did you ever see what quantity of things he himself took out?—No.

Did you see the cabin just before he sailed, whether there were books in it or anything of that sort?—I did not notice that.

Have you any list of the ship's instruments?—No.

Mr. *Cumberland.*] Or any account of any money that was ever paid for instruments for the ship?—There was always an account for keeping them in order.

Is it usual to inspect them?—They are always sent on shore at the arrival of the final voyage; the amount of repair, that is, altering and keeping in order, regulating, and so forth, is 1 *l.* 9 *s.* 6 *d.*

Is there any mention there of what the instruments were that were repaired?—Yes.

What were they?—Four compasses touched, and sundry repairs.

Is there any mention of a chronometer there?—Two agates repaired, one crystallite, one cabin compass touched, four log glasses timed, one verge timepiece repaired.

Is there anything about chronometers there?—No.

Have you any bill in which a chronometer is mentioned, or a barometer, or a sympiesometer?—If it was the captain's it would be his own.

Can you find any bill about a chronometer; do you know whether there were two or one?—I cannot say.

Do you yourself happen to known what instruments she had on board?—No; they are things I do not meddle with.

Is that her account from the time she belonged to Messrs. Conbrough, Boyd, & Company in the ledger?—Yes; but I could not tell without the vouchers.

Are those the vouchers only for the last voyage?—Yes.

Mr. *Cumberland.*] Would not a chronometer have to be inspected and regulated at any port where the ship might call?—I cannot say they would, unless in case of an accident. They are taken out of a ship for care.

They would not necessarily be inspected?—They would not be named here.

The *Inspector.*] Can you tell the value of them at all?—No.

Captain *Hunter.*] They are about 30 *l.* each?—In fact, you can get them at any price.

The *Inspector.*] You have given us 872 *l.* what other large items of expense are there in furnishing the ship; your 5,776 *l.* that you gave us includes everything?—Yes, it is the balancing up; you take the voyage from the time of the vessel arriving from a port to a certain day.

You have 282 *l.* 8 *s.* for provisions, 167 *l.* 10 *s.* 6 *d.* for deals; shipwrights, 217 *l.* 11 *s.* 6 *d.*; spars 25 *l.* 7 *s.* 6 *d.*; bread, 92 *l.* 18 *s.* 2 *d.*; sundries about 10 *l.*; then Conbrough, Boyd, & Co., sail and ropes, 614 *l.* 8 *s.*; Bibby & Co., metal 391 *l.* 9 *s.* 6 *d.*; 33 *l.* 16 *s.* for butchers; J. & W. Wilson, painters, 14 *l.* 11 *s.*, and Cromasse Cotton Company?—That is for felt for the copper.

Is John H. Wilson a painter?—A brazier.

£. 5. 6 *s.*, Andrews; rigger, 42 *l.* 13 *s.* 9 *d.* and T. Conbrough, 52 *l.* 3 *s.*?—That is for stores that he buys for himself.

Mr. *Cumberland.*] Consumable stores, things to eat and drink?—Yes; and paying the crew off the last voyage is included in the next account; you are taking them all as nett; you have the total amount of the new and old sails; to make them correspond with your amounts they would

uld have to be the deduction of the per-
ntage.

[On a subsequent day the following letter was received from the Witness:—

Dear Sir, Liverpool, 17 May 1867.

According to your desire I have made out the s of sails complete, showing that 46 pieces re sent on board the "North" previous to her il sailing from this port. I find on inquiry t the ship had on board the following nautical truments: Maker, Roskell, Liverpool; one onometer, two box compasses, one cabin com-s, two binnacle compasses, one barometer, sympiesometer, one telescope, four log glasses timepiece.

		Cwt.	*qrs.*	*lbs.*
nilla rope rove on	3 coils, 4 inch	8	1	3
ip previous to	1 „ 5 „	2	2	14
iling - -	1 „ 3¼ „	1	3	13
		12	3	2

o coils, 4¾ inch European lanyard - 10 2 15

Stores for the Voyage.

J. Hickson.

15 May 1867.

	cwt.	*qrs.*	*lbs.*
Coil, 1/24, 1/27, Manilla - - -	1	0	16
75 fathoms, 10½ inch Europe hawser -	19	0	12
36 „ 5¼ „ lanyard - -	2	0	24
3/3½ in., 4/3, 4/2¾, 4/2½, 3/2¼, 2/2 in., 2/24, 4/18, 2/15-½ thread cordage Total Coils 29, assorted - -	39	3	9
Seizing Stuff - -	3	0	0
Cordage, Total Weight - -	74	3	4

The information respecting running gear on ship I cannot obtain, except that she was fitted complete, as another 1,200 ton ship would be. I may mention that the captain had one chronometer and one timepiece, any other nautical instruments I could not say. Any other information within my province I shall be most happy to furnish you with.

I am, &c.

—Bere, Esq. (signed) *J. Hickson.*

[Adjourned.

Ramsgate.—16th May 1867.

MINUTES of EVIDENCE taken before *Montague Bere*, Esq., Inspector, and Captain *Hunter*, Nautical Assessor, appointed to Inquire into the Circumstances connected with the Wreck of the Ship "North."

(From the Shorthand Notes of Messrs. Cherer and Bennett.)

Ninth Day.

John Hickman, re-called; Examined by the *Inspector*.

J. Hickman. 16 May 1867.

You said you thought you could give us a list of the sails?—I have not got it, but will send it in. On looking over the coppering, I find the total number of sheets supplied to the ship, 2,682.

Captain *Hunter*.] Then your money is wrong too; the cost of the copper altogether?—That is deducting the credit and return.

We do not want the return?—£. 879. 14*s*. 1*d*.

The *Inspector*.] How many of those were 22, how many 24, and how many 26?—There were 862 at 26; 860 at 24; and 960 at 22.

What would the difference of price be; is the price per sheet?—No, per pound.

Can you tell on what part of the vessel the lighter copper would be; would it be on the upper part of the sheeting or the lower?—I fancy the stronger it is, it is put in the parts that are most likely to wear.

Would that be in the bottom?—Yes.

Captain *Hunter*.] That is a mistake; the strongest copper is always put in the bows?—I do not understand it.

The *Inspector*.] Have you been able to find out anything about the ship's instruments?—No.

Can you let us know what the weight of rope on board was when she sailed, old and new?—I can give you what was supplied.

What we want is, if by any means we could learn, what the weight of rope was on board the ship when she left Liverpool, rove and unrove; the captain said he used up nearly the whole of the rope?—I will endeavour to get it for you.

George Morris, sworn; Examined by the *Inspector*.

G. Morris.

Were you Joiner on board the ship "North"?—Yes.

And you sailed from Liverpool in her about the beginning of July 1865?—The 28th of June.

At that time what clothes had you with you of your own?—I had three changes, I believe, regular suits, besides other odd clothes, which I bought new.

What tools had you?—I had a full chest of tools.

Can you tell at all what the value of that chest was?—From 20*l*. to 25*l*., I should value them.

Were they new?—Yes, the greater part new.

Had you been on board the "North" before?—Yes.

More than one voyage?—No; only one voyage.

Captain *Hunter*.] Only that voyage?—Yes; I worked on her three weeks before she sailed.

During the time you were at work upon her, were you at work at all in the captain's cabin?—Yes.

Do you remember what state the captain's cabin was in when she sailed from Liverpool, as far as furniture?—She was excellently fitted up as regards furniture.

What was there?—Cases of drawers, sideboard, table, and seats.

Book-cases?—Book-cases.

Were you, from time to time, in the captain's cabin during the voyage?—Yes.

Did you see books in the book-cases?—Yes, a tremendous quantity of books; both cases full and boxes full; the captain used to lend them out to the ship.

Did you do anything to your clothes before you got to Queenstown; did you buy any clothes at Bassein?—Yes.

What did you spend at Bassein in clothes?—About a month's pay altogether; about 4*l*.

When you got to Queenstown, I believe you spent a good deal of money there?—Yes, I spent about 5*l*. there; I had another new suit of clothes.

Were they trowsers and waistcoat and coat?—A complete suit.

It is 5*l*. 19*s*.; was that all spent in clothes?—There was somewhere about 5*s*. for bread and butter, and things like that.

How many of the rest of the crew bought clothes there?—I think all of them.

Do you remember a man called King?—Yes.

Did he buy a good deal?—Yes, a great deal.

And Karl Blum?—Yes, he bought a good deal.

Anderson, did he buy a good deal?—Yes.

And Jones?—Yes, he bought a good deal.

Do you remember the night the ship was wrecked?—Yes.

How long after she first struck did you leave the ship?—I cannot say exactly.

I do not want to a minute or two?—I should think it would be about two hours or two hours and a half.

Which boat did you leave in?—The pinnace.

How many were in that besides yourself?—Fourteen, I believe.

Can you give us the names?—There was the mate, the second mate, Baird, and myself, Morris, Cunningham the apprentice, and Pennycook the apprentice, Larn, King, Frank, Barrow, Welsh, Anderson, Jones, Dale.

Are you sure Welsh was with you?—Yes.

There were two Welshes on board?—No, only one; no; Welsh was not with us; Morriccy.

Was he with you?—Yes, he was with us.

Are you sure about that?—Yes; I am quite sure of that, and Welsh was with us, too; he was in the boat.

What things did you yourself take from the ship in the boat of your own?—Nothing only what

t I had on: a blue shirt and a pair of mole-
trowsers.
Vhat clothes did you leave behind, and where
you leave them when you left the ship?—I
not leave them anywhere about in the ship.
Vhere did you leave them; in a chest?—In
chest.
Vhere was your chest?—In the after-deck;
sual place.
id you not occupy a cabin with the carpenter?
es.
as it in that cabin?—Yes.
as the chest locked?—Yes, it was locked.
ave you ever seen that chest again?—No.
ave you seen the empty chests that have
saved at the receiver's?—No, I have not
up here; we left the day we landed, and I
not been here since.
Vhere did you leave your tool-chest?—It was
e after-cabin.
ow did that fasten?—There was no fastening
t.
had not got a spring-lock like the carpenter's?
o.
was open?—Yes.
ave you ever seen the tool-chest since?—

r any of the tools belonging to it?—No.
r any of the clothes?—No.
ad you any books or maps?—I had a few
s.
ave you ever seen them?—No.
an you give us the names of any?—"Female
among the Mormons," and "The Steward,"
another book called "George, the Planter."
hey were not books of any great value?—
hing of any value.
ad you got any books about your own trade?
es; I had 15 numbers of Langley Banks'
k, and five numbers, one of engineering, and
of cabinet-making, and some of Black &
's, one or two numbers.
Vere any of the works of Langley Banks of
value?—One shilling a number.
ny plates in them?—Oh, yes.
ou yourself took nothing except what you
d up in on board?—No.
id anybody else, as far you know of the
with you, take any clothes with them?—
re were some.
id King?—I believe King took some.
ow did he take them?—In a bag, I believe.
id you see the bag?—Yes.
ould you form any idea as to what quantity
lothes were in it?—I should say a lot.
id King tell you anything about his clothes
r he came on shore at any time?—Yes; I
rd him say, on the beach at Deal, the clothes
ad got were a part of the suit belonging to
l Blum, and partially to himself.
hen the things he had in his bag were not all
own?—No; he said he had lost all his clothes
ad brought in the ship, reckoning the amount,
I cannot say what it was.
entioning the 14 *l.* he spent at Queenstown?
es.
id he mention that amount?—No, I cannot
the amount, but I know it was a great deal
ought.
id Larn take anything with him?—That I
not say.
ou cannot be sure whether he did or not?—
, he did.
nderson?—Yes, Anderson had things.

And Jones?—I cannot say about Jones.

G. Morris.

16 May 1867.

Had the mate got anything with him?—Nothing.

He had one of the ship's instruments?—Yes, the captain's chronometer, I think.

Did you go into the captain's cabin before you left the ship?—Not that night, I had been there that day.

Was it in the same state that it had been during the voyage?—Yes.

We have heard about the fastening of the doors, they were of brass?—They were, I repaired them all before getting into Queenstown.

What metal was there in the captain's cabin; were there hooks and things for hanging clothes on?—There were a few hooks, I think.

Can you tell us anything about the ship's provisions, or anything; can you tell us what they had on board at the time?—I could not tell positively, I believe they took in two months' provisions at St. Helena.

But you had to take in fresh at Queenstown?—There were some taken in at Queenstown.

Was there any slush?—Not that I am aware of; the cook sold that, I believe.

At Queenstown?—I am not sure whether it was at Queenstown or St. Helena.

Captain *Hunter.*] There was not much?—No, only one cask.

You do not know whether there was much of the provisions left?—No, I do not.

The *Inspector.*] How long were you in the boat before you were picked up?—I cannot say, I am sure.

What time was it; was it dark when you got into the boat?—Yes.

And was it light when you were picked up?—Yes.

Had the sun been up long?—The sun was not up.

Then about two or three hours?—I should think from three to four hours.

—The "Elizabeth" of Bremen.

How long were you on board of her?—Half-an-hour, not more.

At the time she picked you up, did you see any Deal boat near you?—There was a boat. The Deal boat that took us off the "Elizabeth" was coming up upon us.

The Deal boat hailed the "Elizabeth," and you got on board her, and came back to Deal?—Yes.

Mr. *Cumberland.*] Did you leave first, or did the other men leave first?—The pinnace left first.

Then how many men did you leave behind, the captain and all the rest?—Yes.

Do you know how long after you left they left the ship?—No, we did not see them; we pulled about as near as we could to the ship, and I heard some of them say they saw the life-boat go to the stern of the ship.

Do you know what boat they left in?—The life-boat.

Which life-boat?—The one belonging to the ship.

Was she a large boat?—Yes.

How many people would she be capable of carrying?—She would carry nearly the whole of the ship's crew, I believe.

And how many were left that went in her, do you recollect?—Sixteen.

The *Inspector.*] Did you go to the ship after she was wrecked?—No, we could not get to her.

G. Morris.
16 May 1867.

And know nothing about her?—Nothing more.

Captain *Hunter.*] Yours were joiner's tools, were they?—Yes, chiefly joiner's tools.

You served an apprenticeship?—Yes.

We have your indentures here, they would be in the captain's custody?—No, they were in my chest.

The *Inspector.*] Were they in your chest?—Yes.

Which chest?—My clothes chest.

Which was locked?—Yes.

Can you remember at all where that was; was it at the bottom of your chest, or the top?—I believe it was at the bottom along with the books.

Was it a common sort of lock?—Not a very common sort of lock. I gave a good price for it at Bassein; I put it on.

You put it on yourself?—Yes.

I do not quite understand at present where that chest was?—The clothes chest was in the cabin where we slept.

Captain *Hunter.*] In the fore part of the poop?—Yes.

On the starboard side?—Yes.

It was in the front of the poop on the starboard side?—Yes.

The *Inspector.*] Next to the sail cabin?—Yes.

There were eight lived in that?—Yes.

Do you remember who the eight were?—The boatswain, the sailmaker, and myself and the carpenter. There were Cunningham and Phillips (two apprentices), and Pennycook and Thompson.

In fact there were four apprentices, two carpenters, the boatswain, and sail maker?—Yes.

Can you remember when you left that cabin what chests were there?—Yes, there was Phillips and Cunningham had a chest each.

They went with you?—Cunningham and Pennycook did.

Do you know whether they had time to take anything out of their chests?—They had nothing.

Had they clothes in their chests?—Yes.

Which you had seen?—Yes.

We have heard about the boatswain; the sail maker, had he any clothes?—Yes.

And had he time to take clothes out?—That I cannot say, he was not in our boat.

Were there not clothes hanging up round the cabin?—Oh, yes, such as oil-skins and overalls.

But not your best clothes?—No.

They were all in the chests?—Yes.

Can you tell us whether the chests were locked or not?—Only the carpenter's. I believe that was the only one that was kept locked; it is not the usual practice to lock them.

JOHN FRITH HEATLY, sworn; Examined by the *Inspector.*

J. F. Heatly.

ARE you Receiver of Wreck at Ramsgate?—I am.

What things were brought from the wreck of the "North" to you?—Nothing directly to me.

You were not receiver of wreck at that time?—No, but I received them from Mr. Cutler, as wrecks undisposed of.

Have you the regular book?—Yes.

And the entries there are in Mr. Cutler's handwriting?—Yes, and the subsequent proceedings in mine.

Tell us what there is there?—The entry sets out on September 29, 1866, the reference number is 171, that is the first manuscript writing in the book *B.*, for Broadstairs, September 29, 1866, estimated value 2 *l.*, broken furniture. Then the name in the space allotted for that is "North." Date when found, "September," without the day. Spot where found, Goodwin Sands. Service rendered, salvage; name of salvor, John Knott, of Broadstairs. Then there is the figuring of the disposal, and what they brought.

How much did they fetch?—£.1. 7*s.*, under the estimated value.

It does not say what it was?—No; it says "broken furniture." I could refer to a document I have, my account sales, but I can tell you what they are from memory.

I should be glad if you would?—It was a teak-wood secretaire, a very strongly made teak-wood old-fashioned secretaire, with a book-case, that fitted on the top of it, and there was a little piece of metal, and that was all, I think.

Do you mean the ship's metal?—It was copper, a small piece of copper.

What do you suppose it was used for?—It appeared to be a bit of copper sheathing; it was very small; it was put in with the furniture, though it was not mentioned.

Captain *Hunter.*] Not much weight?—Not more than four or five pounds weight, as far as I could judge; the secretaire was broken to pieces, that is, it was disjointed and broken to pieces.

The *Inspector.*] It had to be mended again before it was of any use?—It would not take a great deal to put it up again; the wood was good, and there were fastenings on the corners of brass; it was originally very strong.

Mr. *Cumberland.*] There were other things besides that, surely?—Not with me.

According to the coast-guard officer at Broadstairs, there were two mahogany chests of drawers, a mahogany chest, a mahogany book-case, with a glass front, and a part of a sailor's chest with no lid to it?—That is the way he describes those things; they are the same things that I had, but he gives them other names; there was the bottom part of the secretaire, the secretaire part of it and the book-case; and there was a sailor's chest which I now recollect.

The *Inspector.*] Was that sold too?—Yes, that was sold too.

And the whole things only realised 1 *l.* 7 *s.*?—Yes.

I see the mahogany book-case had a glass front?—Yes.

Can you tell from memory whether it was broken?—I would say not broken, to the best of my knowledge and recollection. I would not like to swear positively, but to the best of my recollection it was not badly broken; at any rate the glass was whole in some respects.

Mr. *Cumberland.*] There was nothing else, I believe, delivered to you from the "North?"—Nothing.

Captain *Hunter.*] You are quite sure of the date, the 29th of September?—I am sure I got possession of them the 1st of October, very few days afterwards. But the 29th of September was two days before I became receiver. I heard of their coming in, but I took no cognisance of them until the 1st of October.

Broadstairs is within your district?—Yes.

Therefore anything that was found there would be delivered to you?—It would be brought in here.

BENJAMIN HARRIS, sworn; Examined by the *Inspector*.

B. Harris.

16 May 1867.

VHERE do you live?—Whitstable.

Tou are the owner of what vessel?—The 'ancy."

)o you remember the day the "North" was :cked?—I do not.

)id you happen to be at Dover at that time? was at Dover.

Were you employed by Captain Russell to go to the wreck?—Yes.

Tou are a diver?—Yes.

Are you a person who saves cargoes as a rule?)n purpose to save cargoes.

How many men had you on board with you? Seven men.

And you were the master of them?—Yes.

What time did you get off to the wreck?—ally, I cannot tell to an hour or two.

I do not want to an hour; was it the same e Captain Russell went off?—Yes; the lighter nt with us; the steamboat towed the lighter.

What did you do with your own boat when i got to the wreck?—Brought up outside.

Which side of the sand was that?—The inside he sands.

Was the lighter alongside too at that time?—e got the lighter alongside afterwards.

How long did you stay there?—We stopped re till we could get away with the lighter in on the flood tide.

How many bags of rice did you get on board lighter?—I cannot tell you; we got 400 or), I think, altogether.

When you got to the "North," what boats re round her?—There were a good many at rk, but I do not know who they were.

Any boats from Whitstable?—No boats but ; own; they are small boats.

Were there some boats from Broadstairs?—s, one.

Was that the "Buffalo Gal?"—Yes, that was rtners with us.

She helped to save the cargo, too?—Yes.

Were there any other boats from Broadstairs Ramsgate there?—There were more boats re.

From Broadstairs and Ramsgate?—I do not nk any from Broadstairs when I was there.

Had you a lugger called the "Fame"?—No.

Or the "Florence Nightingale"?—No.

Do you know the "Petrel"?—I have heard e name, but never have seen her there.

One called the "Tartar;" did you see her? Not that I know of.

Did you go on board the ship yourself?—Yes.

Can you tell about what o'clock that was?—I not; I do not know the time.

Mr. *Cumberland*.] Was it in the morning?—was in the morning when we got aboard of r, because we had to get the rice out of her ld. I think it was before dinner.

The *Inspector*.] The morning of Friday?—at I will not be sure of.

The day after the wreck?—One day or two; ough I was at Dover, I did not know she was shore.

How long had you been at Dover?—I had en at Dover all the year, you may say.

On and off from Whitstable?—No; diving at over.

Captain *Hunter*.] Had you any diving to do?—No; as the water ebbed we kept working the rice off; we should have got more if she had not broke up so soon.

The *Inspector*.] How long were you on board of her altogether?—We were on board ever so many hours.

What was the state of her sails when you first got there?—There were none there. I saw some ribands of the main trysail.

That was all?—Yes; I never saw any other.

Did you see the main top-gallant sail?—No.

Or the mizen?—That was gone, most of it, I think. I never saw but very little of it.

How many men were on board of her when you first got on board?—I should say, with all our people, pretty well 80.

Captain *Hunter*.] How many had you out there?—We had pretty well 30.

The *Inspector*.] How did you get the 30?—What was in the lighter and our two smacks; we had two smacks there.

What was the name of the other?—The "Union."

Was she yours too?—She was partners with us; and there were the steamboat's people, some of them were on board; two or three of them.

Do you know where the rest of the people came from?—They came from different places; Deal, I suppose.

And Walmer?—About there.

Any person that you know yourself?—I know none of them at Deal.

Did you happen to go down into the cabins yourself?—No.

Your attention was confined to the hold?—Yes; whenever we got there we rigged the derrick, and as soon as the rice began to dry we got it into the lighter. I think the cabins were all down, so I heard them talking about it.

You did not go into it?—No.

Could you see what state the sheathing of the ship was in?—No.

And the copper outside?—No, I never took any notice of it. I do not know whether there was any on or not; there was some on below, you are sure.

As soon as you got the lighter full, you took her back to Dover?—Yes.

Did you go back to the ship again?—We laid off there one night.

What time did you go to your own smack from the ship, you were not at work during the night?—We went to her the next morning early.

You had gone in the morning and loaded some?—Yes.

On the lighter?—Yes.

Then you went off to your own smack; what time did you go off?—We left the ship that night, and drew the lighter off.

What time did you leave the ship that night?—That I do not know; it was latish.

Was it after dark?—It was after dark.

Whom did you leave on the ship when you left her for the night?—Nobody at all.

All the men that had been on board were gone?—Yes, they were all gone from the ship.

When did you come next morning?—Early next morning, as soon as we could get the lighter alongside; and then we began at the rice again.

And as soon as you filled the lighter you went back to Dover?—Yes.

Did you go back to the ship at all?—No.

B. Harris.

16 May 1867.

Were you passing the place of the wreck after that?—No.

Did you stay at Dover after that?—Yes.

Do you remember yourself, whether you ever observed when the ship went under water entirely?—Yes, we spied it from Dover, and could see she was going.

Do you remember how long after the day the lighter came back, she went entirely under water?—I will not be sure for a day or two. I think it was two or three days afterwards, we could not see anything of her.

Captain *Hunter.*] You lost sight of her altogether?—Yes, and we heard afterwards she was broke all to pieces, that is the reason we did not go down.

You did not go off the Saturday?—No.

When you first went, was there no quantity of rope or canvas that was worth saving?—No, I could not say whether it was the square mainsail or the foot of the topsail hanging down; it was the only piece of the sail that I saw, and that piece was what was on the steamboat.

You must have been there at low water?—We grounded alongside.

The *Inspector.*] Did you see nothing of the copper then?—We were working on board.

Who was on board the lighter?—Three men belonging to her.

Can you give me the names?—No, I cannot give the names, because they were Dover people.

What is the name of the lighter?—That I do not know, it is a Dutch vessel.

Did you leave anybody on board your smack?—Yes.

Who was left on your smack?—A boy.

What is his name?—I do not know.

Where is he?—He lives at Ashford now, I believe. So I heard last time.

See if you can remember his name?—Bartlett.

How many men were there on board the "Union"?—She had seven with a boy.

And did they all come on board?—Yes.

And was the boy left on board the "Union?"—Yes.

How far from the "North" was the "Nancy?"—We were brought up in about four fathoms of water.

That is not very far from her?—No.

Captain *Hunter.*] Not above a couple of hundred yards?—Not much more.

The *Inspector.*] A person could see the state of the sheathing?—The boy could not take notice.

Do not you think the boy would take notice of a lot of men stripping the sheathing off?—I do not think so, or we should have heard of it. I do not think anybody was taking it off.

Not when you were there?—I never heard anything of it; they could not take it off when we were alongside. I think a good deal of it went away with her when she broke up.

Mr. *Cumberland.*] Are you sure it was on Friday that you were there?—No, I am not sure to a day, or what day it was.

Mr. *Fox.*] Did you go with the "Gipsy Queen?"—No, she was out before us.

Did she go the day before?—Yes, she was out there the day before us.

Mr. *Cumberland.*] With regard to the 80 people, what were they doing?—They were going to get the rice up first.

You say there were 30 of your people?—Yes.

That would leave 50 remaining, who you suppose came from Deal. What were they doing on board the ship?—They were there for the purpose of getting the rice, I suppose.

Did they get it?—They did get some of it.

Were they occupied in assisting you in saving the rice?—No.

What were they doing?—Getting rice to take on shore at Deal.

Were they getting anything else besides rice?—I never saw them getting anything else.

And during all those hours that you were on board did you never see them getting anything but rice?—No, nothing else that I saw them get, not while we were there; because they helped get the rice, and put it on the lighter afterwards, as Captain Russell wished them to take it all to Dover. They said they would take it to Deal, then at last they put it in the lighter along with ours.

The *Inspector.*] Can you tell a Deal boat from a Ramsgate boat, and a Broadstairs boat by its build?—Yes, you can tell them.

What is the difference?—By the look of them. We can say, "Here comes a Deal boat by the look of it.

Can you tell at once?—There are some Deal boats built here.

The boat may be built here, and the owner of it may go and live at Deal, and it becomes a Deal boat?—Yes; however, when we see the boat we say it is a Deal boat. I could not say, "I know it comes from Ramsgate," not to mention that.

Captain *Hunter.*] You think you know it by something indescribable?—Yes.

The *Inspector.*] Did you yourself take any of the goods except the rice out of the "North?"—No.

Or, as far as you know, did any of your men?—No, there was nothing went on board the smacks at all.

WILLIAM LIVINGSTONE, sworn; Examined by the *Inspector.*

W. Livingstone.

ARE you the Chief Boatman in charge of the Broadstairs station?—Yes.

How many men have you got there?—Only eight at present, but that is not the full complement.

What is your full complement?—Nine.

Are you the chief there?—Yes.

What length of coast have you got under your care?—Two miles and 999 yards.

Do you remember the day the "North" was wrecked?—Yes.

How many men had you got on duty then?—Three.

Who were they?—I cannot say who was the outside watchman.

Who were the two that were on duty; have they got two beats?—Yes; one watchman takes charge of the Dumpton Gap on the Ramsgate station all day.

Which is Dumpton Gap?—Next to Sir Moses Montefiore's. He is stationed there the whole of the day from sunrise to sunset; he has charge of that gap.

Is

W. Livingstone.

16 May 1867.

he one of your men?—He is one.
e is not much use as far as Broadstairs is erned?—No.
hen you have only two men for Broadstairs? es.
nd how far beyond Broadstairs do you go h?—As far as the North Foreland.
ow far is the North Foreland from Broads?—A little over a mile.
ou have only one man for the whole of that ?—Yes; and he is not a fixture; he is only t you call a letter man, he takes charge of the rs that come along.
ad you got any men away at gun-drill that ?—I think there was one away.
ow long have you been at Broadstairs?—r years the 8th of next month.
as that been your only station this part of the t?—Yes, I have been up the river close upon ears.
ou did not come on this part of the coast till came to Broadstairs?—No.
an you tell whether many of your men have long at Broadstairs?—Yes, there is one now has been over 20 years.
Iarried to a Broadstairs woman?—No.
ow many luggers hail from Broadstairs?—re are seven now.
ow many were there then?—About six then; has been brought in since then, a small class; second class.
an you give me the names of them; there is "Buffalo Gal"?—Yes.
nd the "Petrel"?—Yes.
nd the "Tartar"?—Yes.
nd the "Fame"?—Yes.
he "Florence Nightingale"?—Yes, and the ag." The "Stag" is one of the second class; has not been out this twelvemonth.
Where are they hauled up; at the pier?—Yes.
ll of them?—Yes.
Iave they regular stages for each boat?—Yes.
hey lay at the moorings just inside the pier? es.
an they come up at any time of the tide?—
hey have to wait?—Yes, for half flood. It s pretty nearly 100 yards at spring tides.
o you keep a diary?—I keep a monthly log.
nd that you have sent up to the registrar? t goes away the 2nd of every month.
an you remember what boats left Broadstairs er on the Thursday the 30th of August, or day the 31st?—Yes.
hen tell us?—The "Petrel" lugger, the artar," and the "Buffalo Gal," on the 30th.
What time on the 30th?—Somewhere about 2.
Iad you heard of the wreck of the "North" re that?—I heard that the first in the morning.
Who came and told you of it?—Through the chman, who was there.
nd did you go out to look at her through your s?—No.
ou saw these vessels go about two o'clock; n did the first of them come back?—About o'clock the same night.
Who was on duty then?—Ebenezer Richards, n the "Petrel" came back.
nd yourself?—Yes.
Iave you a coast-guard station there, that is ay, a building appropriated to the coast rd?—We have a regular Government building.
he "Petrel" came back about 11 o'clock?—s.

Where did she come to?—Into the harbour.
Were you on the pier yourself?—Yes.
Who went on board of her?—Ebenezer Richards.
Did you go on board?—I cannot say for certain; but I think I did.
Was anything brought back by her, as far as you know?—Nothing at all.
She was the first boat that came back?—Yes.
What was the next one?—The "Tartar," within a few minutes afterwards.
Who searched her?—Ebenezer Richards; the same man. It is not my duty to search.
When did the "Buffalo Gal" come back?—About 11.
Did you go on board her?—Yes.
And did you search her yourself?—Yes.
Did you search her ballast?—Yes.
Had she anything at all?—Nothing at all.
Were those the only three boats that were away then?—Yes.
Are you quite certain neither the "Fame," nor the "Florence Nightingale" had left at that time?—Quite certain.
These three boats having come back, did you go to bed?—The "Fame" was lying up at the time.
The "Florence Nightingale" was not lying up?—No, but she was at her moorings.
After these three boats came back, did you go to bed?—Yes.
What time did you get up the next morning?—My usual time is to get up at nine o'clock.
When you came down to watch at about 10 o'clock, were these three boats there still?—Yes.
Did any of them go off, or leave Broadstairs that day?—Yes, the "Buffalo Gal."
The "Buffalo Gal" only?—Yes.
Are you quite sure neither of the other two left?—Yes.
Or either of the other boats there?—Yes, without it might be small boats such as skiffs, but not a lugger.
Had the "Buffalo Gal" left before you came in the morning?—She left during the time I was there.
When you were in bed?—No; close in the middle of the day.
When did she come back?—I am not certain whether she came back, the Saturday or the Sunday. I think it was the Saturday, because of giving the things up.
What did she bring back?—She had got, I could not call it a chest of drawers, it was two parts, because it was minus some of the drawers; they were torn down.
When you searched her the Thursday night, are you quite certain these things were not on board her then?—Yes, quite certain.
And are you quite sure she went away the middle of the Friday?—Yes, sometime in the middle of the day.
How long would it take to get to the place where the ship was wrecked?—I do not know whether she went there.
If she did go there?—It might be an hour and a half or two hours.
You know the state of the wind and the tide; how long would she take, in your judgment?—An hour or two hours. It might be more than that.
Did you find these things on board the "Buffalo Gal," or were they brought to you?—It was brought in and landed.
Did you search the "Buffalo Gal" after that?—Yes,

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—Yes, after they told me that was all they had got.

Did you see where the things were; were they lying upon the deck?—They were forced to lay open, because they were large articles.

They could not be very well concealed?—No.

Did you see any sailors' clothes on board the "Buffalo Gal"?—No.

The chest; did you see that?—A chest without a lid.

Could you tell what wood that chest was made of?—Fir.

It was not teak?—No; it appeared to be one of those Baltic-made chests; thicker at the bottom than they are at the top.

Mr. *Cumberland.*] An ordinary seaman's chest?—Yes.

Were all these things empty when they were delivered to you by the men on board the lugger?—Yes, I went down and overhauled it myself; there was nothing in it except two or three sheets of paper.

The *Inspector.*] The "Buffalo Gal" was the only vessel that went off the Friday?—Yes.

Captain *Hunter.*] Do you mean all the Broadstairs boats were at Broadstairs from the time the "Buffalo Gal" arrived till she went away again?—Yes.

Not one went away at all?—No, the thing is easy to explain.

Mr. *Cumberland.*] The "Florence Nightingale" is rather a remarkable lugger?—She is the largest of the lot.

It would not be easy to mistake her for any other?—Oh, no; certainly not.

Captain *Hunter.*] All the boats were in the harbour at Broadstairs by 12 o'clock?—I cannot say to a quarter of an hour.

The *Inspector.*] Have you heard of any ship's instruments which had not been at Broadstairs before the wreck, which have been seen there since?—No.

Barometers or chronometers, or things of that sort?—No, I have not heard of them.

Does anybody seem to have a large quantity of carpenter's tools that they had not got before?—No.

Did you hear there was a large quantity of carpenter's tools missing from the wreck?—I never heard of the loss.

Now that you have heard of it, can you remember whether anybody seemed to have many more tools than they had before?—No, I do not know that they had; not among the boatmen, because I often go into the carpenter's yard.

Are there any marine-store dealers at Broadstairs?—There is one at Broadstairs.

What is his name?—Randall.

Any pawnbrokers?—No.

Do you know whether Mr. Randall can read or write?—He can.

Captain *Hunter.*] What is Randall?—He is a poulterer, and he buys any old things.

His marine-store dealing is in a very small way?—Yes; and he is an upholsterer, too.

The *Inspector.*] Have you any leaving shops at Broadstairs?—No.

You did not search any of the men that came on shore from the "Buffalo Gal"?—I am certain the men had nothing.

Supposing they had a couple of suits of clothes on, could you tell at 12 o'clock at night?—I should hardly think that you know a man so well that you can tell whether he has got anything extra.

How many men were there on board the "Buffalo Gal"?—I cannot say positively how many hands there were on each boat.

What is the usual complement?—Eight, I think.

Is she a large-sized lugger?—Not so very large.

What is the size of the "Florence Nightingale"—I do not know; I think I heard she is 25 tons; she was a very large lugger.

Do you know the custom of luggers going off to vessels in the Downs with provisions, and bringing back in exchange for those provisions rope and other things from the ships?—Not at Broadstairs.

That does not happen at Broadstairs?—No; the most I have known them to bring is a piece of pork or biscuit.

They do not take out provisions to ships?—Sometimes.

Have you ever known them bring back hawsers; supposing a new hawser was brought back from a vessel, and said to be given by the master or the mate of the vessel, should you take any notice of it?—What do you mean by a hawser.

You search all the vessels whenever they come back, whether there is a wreck or not?—Yes.

Supposing you find a new hawser, 30 or 40 fathoms long, and you asked where that came from, and were told it had been given by the master of a vessel?—I should take it from them.

Mr. *Cumberland.*] You would not believe their statement?—No, certainly not, without they had a written order; or even then without they go it from the receiver at Ramsgate to say they were to have it.

In fact, you would detain it, and communicate with the receiver of wreck at Ramsgate?—Yes.

You would take it for granted, in the absence of other evidence, it was wreck?—Yes.

The *Inspector.*] Supposing there were no wrecks, but merely a large fleet, in the Downs—That would make no difference.

Captain *Hunter.*] Supposing it was old bits of rope?—Then, if valued over 18 *d.*, it would be stopped.

And new rope certainly would be stopped?—Yes; I have stopped things that have been taken out of the water, gathered out of the sand, pieces of old rope, and things that would not pay the carriage to Ramsgate.

The *Inspector.*] I understand you to say you assume everything that comes on shore as belonging to a wreck, unless it is properly accounted for?—Yes.

Captain *Hunter.*] They would bring a pass from the ship?—Then I should not let it go without the receiver of wreck gave a pass.

Mr. *Cumberland.*] Had you any reason to suppose about that time that anything at all was improperly landed at Broadstairs?—I should say not.

The *Inspector.*] Did you search the "Buffalo Gal" when she came back the Saturday or Sunday yourself?—Yes; I went myself and overhauled her.

Did you see her come in?—Yes; after the furniture was taken out of her I looked into the drawers and boxes to see if there was any paper in them, and then I went into the lugger to see if she had any copper, or anything.

And you overhauled her thoroughly?—Yes.

Supposin

upposing a lugger comes in when the tide is than half flood; does she lay off?—She lays nchor outside.

Ier boat can come ashore?—Yes; the skiff es ashore.

Do you know whether either of these vessels hat time lay off the pier?—No.

Vas it high water?—As they came up they e right in.

The "Petrel" and the "Tartar;" do you know ther they laid outside the harbour till the was high enough?—I think not.

Did they come in straight?—Yes.

Did you see them come in?—Yes.

Mr. *Cumberland.*] The water was high enough? Yes; they know the time of the tide, and, when re are any luggers out, if the harbour master not attend, our man does it for them.

How are you as regards Dover with the tide; you before or behind; is your high water ore Dover or after Dover?—I should think ut the same time; we go by the North Fore-d.

Captain *Hunter.*] Do not you know how you nd?—Our harbour is the nearest to the North reland.

The *Inspector.*] How is the Goodwin, as far as are concerned?—I cannot say.

Captain *Hunter.*] Do you know what time it high water that night?—I should think that tide was flowing on to three o'clock that ht.

Are the "Tartar" and the "Petrel" smaller n the "Buffalo Gal"?—A little. I think the Petrel" is a little smaller; I am not certain; I not know the size of them.

Mr. *Cumberland.*] When these things were ivered up to you by the men on board the Buffalo Gal," did they say anything as to how y had become possessed of them?—They said y were given to them by Captain Ruxton.

Do you recollect who said that?—I think both Knott and the other men. *W. Livingstone.* 16 May 1867.

Captain *Hunter.*] They were treated as salvage, though they did not appropriate them to themselves?—No, they were sold.

You took no notice of this story?—I took them from them, and they were sold here at Ramsgate. Mr. Foster, of Deal, bought it afterwards at the sale.

Captain Russell made them a present to them?—That is what they told me; he told them they could keep that. I reported them to Mr. Cutler the next day, and he said, "Bring it over;" I brought it over the next day, and he took charge of it.

Mr *Edwards.*] What is the difference in size between the "Florence Nightingale" and the "Buffalo Gal"?—I cannot say.

What is the difference in tonnage?—One would take the other boat in.

The *Inspector.*] Is one boat 16 ton and the other about 25?—She is a very large boat; she would take the other in her, I should think, and some to spare.

Mr. *Edwards.*] How many hours were you on duty on Thursday?—I take it occasionally, as I think proper.

What time did you go off duty?—No particular time at all.

Do you remember what time you went off duty that day;—I think I went into my bed about one.

I mean in the course of the day?—I am on all day somewhere or another knocking about, either to watch or on the pier. My house is at the end of the pier.

You were on duty that day from 10 in the morning till 12 at night?—Sometimes longer than that.

Mr. *Cumberland.*] Your duty as chief officer is to be on the look out all day?—Yes, and to go occasionally at night when I think proper to see the men.

EBENEZER RICHARDS, sworn; Examined by the *Inspector.*

ARE you one of the Coast Guard Commissioned atmen?—I was; I am Superintendent. *E. Richards.*

How long have you been at Broadstairs?—enty-three years last September.

Is that the only place you have ever been in coast-guard service?—No; I have been at almer and at Ramsgate.

How long were you at Walmer and Ramsgate?—Three years and five months at Walmer.

How long at Ramsgate?—Somewhere about years at Ramsgate, and six years at Shingle d.

That is higher up the coast?—Between Ramsge and Deal.

So that, in fact, you have been about 35 years this coast?—Yes.

Do you remember Thursday, the 30th August, en the wreck of the "North" was?—Yes.

What boats left Broadstairs that day; what ggers?—The "Petrel," the "Tartar," and the Buffalo Gal."

We have heard the "Fame" and "Florence ghtingale" went?—They were not out at all.

You are certain of that?—I am certain, cause the "Fame" was on the beach all to ces.

Where was the "Florence Nightingale"?—the harbour; but whether on the mud I can-t say.

But you are certain she was not out?—I am certain she was not out.

Did the "Stag" go out?—No.

What time did you come on duty the Thursday morning?—I did not come on duty till eight at night.

When you came on those three boats were gone?—Those three boats were out.

And the other two you are certain were in?—I am certain they were in the harbour.

When did they come back?—I think, as near as I can guess, about 11 o'clock the two first came in.

What state would the tide be that day?—The first boat that came was the "Petrel." There was not water enough for her to come in, and the "Tartar" being a smaller boat was the first to enter the harbour.

How long did the "Petrel" lay off?—That I cannot say.

An hour?—She might be, but I am not certain of that.

Did her small boat come ashore?—Yes, she did.

Was that boat searched?—That I am not certain of; I am not certain whether she came on shore in my time; however, they never do come on shore without they are searched.

You say she lay off before she came up, because

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because there was not water enough for her?—Yes.

And during that time her skiff came ashore?—Yes, the "Petrel's" skiff came on shore.

You were the person on duty then?—I am not sure whether she came on shore before eight o'clock, or not.

Think for a moment, you came on duty at eight o'clock?—Yes.

You found then those three vessels were away?—Yes.

You say then they came back, two of them, at about 11 o'clock?—They came in the harbour about that time.

How far off the pier do they generally lay?—Not as far as from here down to the pier.

About half way?—About half way, near about that.

Could you from Broadstairs pier see them laying off?—Yes.

Did you see the "Petrel" and the "Tartar" lying off?—Yes.

How long did you see them laying off?—That I cannot answer, whether they were there when I relieved watch at eight o'clock or not.

Did you see the "Petrel" skiff come ashore?—That I am not certain, whether I did or not; whether she came ashore in my time or not, I am not certain.

Did the "Tartar" skiff come ashore?—No.

You are quite sure about that?—Yes.

Whom did you relieve?—That I do not know, I cannot recollect, it being so long ago.

When the "Tartar" came, did you go on board of her?—Yes.

And did you search her?—Yes.

Forepeak and all?—Yes, all over.

Did you prick the ballast?—Yes; I always look under the bottom.

Was there anything there?—Nothing at all.

Had you received any instructions from the commander of the coast guard about keeping extra watches that night on account of the wreck?—Yes; we knew there was a wreck on the sands.

Had you received instructions to be more than usually cautious?—Yes; we received instructions to be particular in overhauling the boats that came in.

Then the "Petrel" came; how long was she after the "Tartar"?—A very trifling time.

Were you on board the "Tartar" when the "Petrel" came in?—I do not know whether I had got out of the "Tartar" or not. I am not certain; however, I went on board the "Petrel" when she came in.

Had any of her crew landed?—No.

You are quite certain of that?—Yes.

How many men were on board her?—That I cannot say.

Then how can you tell that the crew had not gone ashore, if you cannot tell how many there were?—I do not know how many there were, but I am certain there were none gone ashore.

Did you search the "Petrel"?—Yes.

And find anything on board of her?—Nothing at all.

Did you ask the men where they had been?—I did.

What did they tell you?—They told me they had been out to the back of the sand.

Did they say they had been to the "North"?—They said they had been alongside; but I think they said they had not been on board of her.

Did they tell you why they had not been on board of her?—Because, I think, they said there was too much sea.

About 12, did the "Buffalo Gal" come in?—Yes.

Did you search her, or Livingstone?—I went on board of her.

And did you find anything on board her?—Nothing at all; and I think Mr. Livingstone went on board after me; I think it was after me.

Did you keep watch till four in the morning?—Yes.

And then turned in?—Yes.

While you were on watch did any of these three boats leave the pier?—No.

You are certain of that?—Yes.

And did any of the other boats leave?—No.

When you turned in, all the luggers belonging to Broadstairs were in the harbour?—Yes.

When did you come on duty again?—About half-past 12 or 1 the next day, I think.

Was the "Buffalo Gal" gone then?—I am not certain; I cannot say whether she was or not.

Was any other boat except the "Buffalo Gal" gone, if she was?—No.

Did you see the "Tartar" and the "Petrel"?—Yes.

Are you quite sure they were in the harbour?—Yes.

And the "Florence Nightingale"?—Yes; and the "Fame" was on the beach.

Do you remember when the "Buffalo Gal" came back?—No, I do not; I was not on duty.

In fact, that is all you know about it?—That is all I know about it.

WILLIAM BATTEN, sworn; Examined by the *Inspector*.

W. Batten.

WHAT are you?—A Commissioned Boatman.

How long have you been at Broadstairs?—Two years come August.

How long have you been in the coast-guard service altogether?—Eleven years next month.

Where have you been?—Eight years at Deal all but one month, and 16 months at Yantlet Creek.

On Thursday, the 30th August, were you on duty at all?—I was not.

When did you come on duty; in the night of that day?—I came on duty the night, I think, of the Friday, the day after.

Did you relieve Ebenezer Richards?—I did.

Then you came on at four in the morning?—relieved him at eight in the evening.

On the Friday night?—Yes.

Had you not been on duty the Thursday at all?—No, not at the pier.

Where were you?—I was not on duty.

Do you remember the "Buffalo Gal" coming back?—Yes, the second time.

You did not see her the first?—No; I know nothing about her.

Did you go on board her?—I did.

How many men were on board her then?—cannot say what the crew was; there might be 10 or 12.

Ca

Can you tell me what day she came back?—
m not certain, but I think it was the Saturday
ernoon.

Was it after dark?—No.

Were there certain things given up?—Yes.

A mahogany chest of drawers, a locker and
st?—Yes.

Did the man tell you where they got them
m?—They told me Lloyd's agent had given
m to them.

Did they say they came from the "North"?—I
not know whether they mentioned the "North"
the "wreck."

There was no other wreck on the coast at that
ne?—No.

Did they bring anything else?—There was
s kind of chest of drawers, and a sailor's chest
th no lid to it, and a book case, I think it was,
th a glass front; that was all.

Did they bring back any sails with them?—
one.

Or any rice?—No.

And you examined the lugger throughout?—I
d, along with my officer, Livingstone.

And you found nothing?—I found nothing
hatever.

Do you know of any other marine store dealer
Broadstairs except Mr. Randall?—No.

Nobody else?—I do not know of any.

Do you know what state the tide was in when
the "Buffalo Gal" came on shore the Saturday
afternoon?—I think it was after high water; I
think it was high water somewhere about two.

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And she came right up?—She came right up
to her moorings.

Without laying off at all?—Yes.

They have each separate moorings?—Each
has a bow and stern chain. They are laid in two
tiers.

So that you can tell in a minute by looking
from the pier what lugger is gone?—Yes.

The whole time you were on duty after the
Friday did you see the "Florence Nightingale"
and the "Fame?"—Yes.

Neither of them left the harbour, as far as you
know?—The "Fame" had her broadside out, or
partially out.

Were they doing anything to the "Florence
Nightingale?"—I am not certain whether they
had her on the sand all day, it was close to that
time; scrubbing her and tarring her bottom.

She was not out, as far as you know?—No.

And as far as you know, the "Petrel" and the
"Tartar" were not out?—No.

Captain *Hunter.*] Did you hear them say
what they had been doing at the wreck from the
"Buffalo Gal" all night?—I heard them say
afterwards they had been discharging rice into
lumps from Dover.

ROBERT HURST, sworn; Examined by the *Inspector.*

ARE you the master of the South Sands End
ghtship?—Yes.

And do you remember the morning of the 30th
August, when the "North" was wrecked?—
es.

When did you first see her?—Fifteen minutes
ast four.

In the morning?—In the morning, as near as
could judge; that was by my clock.

Do you keep a diary?—My log-book is in
ondon.

How long have you been on the South Sands
nd light ship?—Ten years.

When you first saw her how was she lying?—
pparently with her head to the south-south-
est.

Did you see whether she had a list to port or
arboard?—The weather was overcast and rather
azy; she was apparently as if standing with her
ead south-south-west, under canvas, such as the
op-sails and the courses.

And how far is your ship from the end of the
nd where she was wrecked?—As near as I
ould judge, about 2½ miles east-north-east.

With a glass you could observe her very care-
lly?—Yes, with a glass.

Can you be pretty certain what sails she had
t then?—No, not to say certainly.

Captain *Hunter.*] She was laying all aback
hen you saw her?—No; as the wind was about
orth-west and by west, she was keeping clean.

The *Inspector.*] Was the jib set?—Yes, the
b and fore-topmast staysail, three topsails, main
orecourses, and the spanker.

At that time were all the masts standing?—
es.

What was the state of the sea; was it rough?
—There was a strong wind at the time.

Setting which way?—When I first observed
er there was a strong wind about north-west

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and by west. About 12 o'clock that night the
wind was about west and by south; about three
o'clock the wind was about west and by north;
then it veered to the northward a little, and then
it got away to the north-west.

Then it got north-west and by west?—Yes,
when I first observed it.

Did it veer again in the course of the day?—
Yes, a few points.

When you first observed her were there any
boats near her?—No, none at all.

When did you first see any boats?—I did not
observe her above 10 minutes when I saw the
tug coming out.

That was the "Wellington" tug?—Yes; or
else if I had not seen her coming out, I should
have made an alarm, but I could not be positive
whether the ship was ashore, or not.

You saw the "Wellington" tug come out?—
Yes.

Did you see the "Wellington" tug herself get
wrecked?—I saw her lying there, but did not
observe she struck.

You did not watch her?—Yes; we watched
her.

Did she go up to the ship?—We saw her go up
to the ship and she apparently brought up close
to the ship, and I thought she was attending on
the ship.

She was wrecked?—She was wrecked at the
same time.

Captain *Hunter.*] You thought she was at
anchor instead of being aground?—Yes; I thought
she was at anchor, and when the water flowed
they would try and get her off.

The *Inspector.*] What was the next boat you
observed?—I observed several boats come off from
Deal.

That morning?—Yes.

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What time would they come from Deal?—I cannot say the time.

Was it after breakfast, or before?—Before breakfast; as soon as the daylight came on, the boats were almost swarming; I should say upwards of 30 boats.

What sort of boats, luggers, or galley punts?—Some of them luggers, and some galley punts.

Before 12 at noon were they swarming?—Yes, upwards of 30 boats.

Can you say whether any of the boats that came off were foreign boats?—No.

Can you tell the difference between a Deal boat, and a Broadstairs, or Ramsgate boat?—Not in the distance, the only thing I could distinguish them from is, there are some Deal boats that have one mast which are galley punts, and I believe there are no galley punts at Broadstairs or Ramsgate.

So that in fact, all the galley punts in all probability hailed from Deal?—Yes.

But the luggers you cannot tell?—Not at that distance.

It was low water at about 8 o'clock in the morning?—Yes, 8 to half-past 8.

Were these boats out there before low water?—Yes.

Could you see at low water the state of her sheathing?—No.

Did you look?—Yes; we kept looking with the glass, but we could not observe her state.

Did you see the starboard side?—Yes.

Could you see when you looked at her that morning at low water, whether her sheathing was still on, down to the water's edge?—No, I could not observe that, not at that distance.

Did you ever see anything done to her sheathing?—No.

Did you ever see anybody at work on it?—No.

Never at any time?—We are too far distant from it. We could see men there.

But you could not see what they were doing?—We could not see what they were doing.

Could you not see with a glass whether they were slung over the side of the vessel, and working at the sheathing with prongs?—I could not see it.

Could you see whether that happened?—I could not see.

When was the first time you saw people on board the ship?—As soon as it became daylight, then I could observe there were people at the vessel.

On Thurday morning?—On Thursday morning, but not till it became quite good daylight.

Then you could see there were people on board?—Then I could see there were people on board.

Could you see what they were doing?—No.

Did you observe the ship from time to time during that day?—I could not observe what the men were doing.

When you last observed her the Thursday what was the state of her sails?—There were some of them flying about.

And some sails that you saw set in the morning were they flying about, or were they gone?—Not all of them.

How many were flying about do you remember?—I think I must have seen the foresail, or the mainsail as if it was rent. It was all flying about in the wind.

Were the other sails, as far as you remember set?—No, there were none set.

They were gone?—I believe they were unbent from the yards.

All you saw in the morning were gone with the exception of a piece of the mainsail or foretop sail; that was not gone?—Yes.

Captain *Hunter.*] About what time was that?—I could not see the time.

The *Inspector.*] The boats would not come near to you?—No; they would go more into the land.

Mr. *Cumberland.*] Did you see the boats make for Deal beach?—I saw some go away for Deal beach; they went right on for the land, but I could not observe whether they went ashore at Deal, or went round to Dover.

Captain *Hunter.*] They none went to the northward of you?—None came near us.

And none went to the southward of you?—None went to the southward of us.

The *Inspector.*] If there had been any foreign boats there, which way would they have gone?—Most likely they would have gone outside of us. If they were foreign boats they would stand right outside of us to keep clear of the English coast.

How many days did you observe the ship?—I do not think I could see much of her on Sunday. At high water I think she was under on Sunday.

Do you remember which was the first mast that went?—No.

When you were looking at her with the glass on Thursday, could you see any of her rigging hanging over the starboard side?—No.

Captain *Hunter.*] Was the maintop gallant mast gone when you first saw her?—I cannot answer that question.

The *Inspector.*] After the Thursday the weather got pretty calm?—There was less wind, but it came up again Saturday morning.

Captain *Hunter.*] Friday was a moderate day?—Yes.

Mr. *Cumberland.*] How late did you see these boats about the ship on the Thursday?—I saw them there until quite dusk.

How many were there, then, about the time when you last noticed them, about dusk?—I cannot exactly say the number, but a good few, but still there were not so many there as the first in the morning.

Were they mostly luggers or galley punts?—There were some luggers and some galley punts; I could not say the number.

Were you on deck at all during the night of the Thursday?—Not till the morning.

At what time did you go on deck in the morning?—I was called at a quarter-past 4 when the watch first observed the ship on shore.

I am talking about the Friday morning and Thursday night, were you on deck at all on Thursday night?—We are all supposed to come up and examine the lights at 12 o'clock at night, and 4 again in the morning. I came up at that time, but I could not observe anything of the ship.

You saw no lights about the ship?—No.

You came on deck again at 4 in the morning?—Yes.

It was then daylight?—It was not daylight.

Dawn?—It was dawn still, not light enough to see whether there were any boats there.

d you, as a matter of fact, see any boats there at time?—No.

hen did you first see any boats the Friday ing about the ship?—I cannot say the time, as soon as it came daylight I could see boats .

ut not so many as there had been?—No.

ow many do you suppose there were about ship at this time?—I cannot remember.

hat time was it when you noticed it the ay morning?—That I cannot tell; as soon was daylight we were looking about for ship.

hat is the reason I ask the question?—I can- exactly say the time I saw some boats in the ning.

ut early in the morning?—Yes.

nd you cannot say how many?—No.

low long did you see these boats about the ?—I observed some boats going backwards forwards the whole of the day.

oing backwards and forwards from the ship he beach?—Going from the ship to the land he day.

hat is the Friday?—Yes.

aptain *Hunter.*] Was the weather fine enough Thursday afternoon for them to load the ts?—Yes.

hey could have gone alongside to load?—I k they could have gone alongside the Friday ake things off.

n the Thursday, I speak of?—They could e loaded the boats that day, still there was a l deal of sea.

ou say there were a great many boats, with a t many people, on Thursday?—Yes.

want to know whether they could pass things n the ship to the boats that day?—Yes; the s, or anything they could pass; you see I saw n alongside, but I could not observe what y were doing.

aptain *Hunter.*] The Friday was a fine day? t was more moderate then.

Mr. *Cumberland.*] On the Friday did you see any sails whatever left on the yards or spars?—I do not recollect. *R. Hurst.* 16 May 1867.

Could you see the running rigging of the ship?—No; it was too small for me to see.

When do you say the masts went overboard; did you notice?—I did not notice when the masts all went.

How long was the hull of the ship visible?—I think the whole of the hull was visible for about three days.

And then did she gradually disappear?—She gradually disappeared, because I saw her the last time. I was on board some parts of her, and she gradually disappeared; either she sank, or she broke up by the sea.

Mr. *Edwards.*] You could not tell where the boats came from?—No; only I saw them coming from the shore, and going backwards and forwards from the shore to the ship, and I could not tell where they landed.

Captain *Hunter.*] But I suppose you could tell the difference between the South Foreland and Ramsgate?—Yes; but if they reached into the land, I could not tell where they went.

Mr. *Edwards.*] You do not know whether they went to Dover or Deal?—No.

Could you see at that distance whether the sails were taken off the yards?—I could see some of them were gone; they were lowered from the yards; they apparently had been stripped from the yards, and there was one sail flying about, but I could not observe whether they cut it away or not.

Mr. *Cumberland.*] You saw they were gone?—I saw they were gone.

Captain *Hunter.*] You are quite positive the people were on board the ship early on Thursday?—Yes; as soon as it was daylight.

And they continued working all Thursday?—Yes; they were apparently working all day backwards and forwards.

JOHN KNOTT, sworn; Examined by the *Inspector.*

ARE you the Master of the "Buffalo Gal"?—Yes. *J. Knott.*

Master and part owner?—Yes.

And does she hail from Broadstairs?—Yes.

Mr. *Cumberland.*] You are the sole master of "Buffalo Gal"?—Yes.

The Inspector.] What tonnage is she?—Twenty s.

How many other luggers are there hail from oadstairs besides her, the "Petrel," and the Tartar"?—Yes.

The "Florence Nightingale"?—Yes.

And the "Fame"?—Yes.

And that is all?—That is all.

What tonnage is the "Florence Nightingale"? She is a large boat; I dare say she is 21; I do know exactly, but she is a large boat.

Mr. *Cumberland.*] Only one other bigger than "Buffalo Gal"?—There is a difference in asurement; I do not think it is a ton difference measurement.

The Inspector.] But there is a difference in e?—There is a great deal of difference in size, t not much in measurement; the "Buffalo l" is about 12 years old.

What is the size of the "Petrel" and the "Tartar," are they smaller?—Yes, about 17 tons, or about 15.

Do you remember going off on the 30th of August, the day of the wreck?—Yes.

What time did you leave the pier?—I should say about one o'clock in the afternoon; it was after dinner.

How many men had you on board?—About nine, I should say.

How long did it take you to get to her?—We went to the North Sand Head, and went aback of the Sand, and we never got abreast of the ship until dusk; it was after sunlight.

Do you mean to say you took six hours getting down to the ship?—It took us all the time beating against the wind and the tide.

When you got down to the ship, what boats did you find there?—There was a strong wind, and there was ne'er a boat at the ship; they had all left; and there was so much wind, and it coming on dark, that we turned round.

You did not examine the ship that night?—Never went to the ship that night; we came back to Broadstairs.

Did two other boats go with you, the "Petrel" and the "Tartar"?—I do not know what they did,

J. Knott.
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did, they were inside the sands, and we went outside, so we did not know what the others did.

You came back to Broadstairs about 12 o'clock?—Yes.

Did you come right up to the pier?—Came right up to the pier.

The water was enough to bring you in?—Yes.

When did you go off again?—The next day morning.

About what o'clock?—About six o'clock.

What time did you get to the ship?—About 9 or 10 o'clock in the morning.

What boats did you find about the ship then?—The Deal boats were all left and all leaving; there were not above one or two there; they were all leaving when we got up to the ship.

Were there any other boats at all there then?—No; there was a Ramsgate boat came from the back of the sands, that came in after me.

What was the name of that boat?—The "Morning Star," I think it was.

When did she come?—She did not come till the Friday morning.

What time did she come; you got there about nine?—About 9 or 10, and she came up about the same time; she went to the steamboat, and then she came to the ship afterwards in the afternoon; I cannot say what time they came to the ship, or whether they went aboard of the ship.

As you went out to the ship, did you meet any of the Deal boats coming towards the land?—They were all to the windward of us; we went by the Gull Light, and they were to the windward of us.

Could you see how many there were?—No; I never counted them.

There were a good many?—There were a good many.

Did you anchor your lugger off the vessel?—Close to the vessel, within a stone's throw of her.

Which side?—The inside.

The starboard side?—Yes.

She was lying with her head to the south?—Yes.

Can you tell when it was low water how much of her sheathing had been stripped off?—There was no sheathing in sight.

The whole length of the starboard side?—It was all gone.

Captain *Hunter.*] All stripped off?—We did not see any.

It was stripped down to the water's edge?—Yes.

The Inspector.] You did not see what had happened the port side?—No; I never was round the port side of the ship at all.

When did you first see Captain Russell?—Captain Russell came about four in the afternoon; three or four o'clock in the afternoon he came with the steam tug, and the lighter, and two or three smacks. This Harris that was here to-day was one, and we had 60 bags of rice out of the vessel on the "Buffalo Gal," and Captain Russell said we were to knock off; we told him we got it for salvage; he told us to put it on the lighter, and we put it on the lighter, and we set to work with them; and had it been fine weather, we might have got the masts, and everything.

You and your men had been on board before he came?—Yes, and got 50 bags of rice. I had never been on board the vessel myself.

Which of your men went on board; give me one of your men?—One named Hurst. No, he was there first; I went the second; there is a man named William Stevenson.

When you first went to the ship, were there many men on board of her?—Well, there were not very many men, because the boats were all gone; they were all gone within three, or four, or five boats. I cannot say, but there were very few men on board.

Did any other boats come out while you were there, before four o'clock?—No.

None at all?—This boat that came, he never went on board the ship; the boat did not; and he was the only boat that was left there all day. Captain Russell came there, and he ordered us off, and when we agreed to go to work for them, we did.

Was there a little rough language used to Captain Russell when he came on board?—Not with us; it was the next day, with the Deal people, because he would not let them work.

Mr. *Cumberland.*] The witness is right about the tonnage of the vessel. The "Florence Nightingale" is 20 tons, and the "Buffalo Gal" is also 20 tons; one is measured under the old rule, and the other under the new.

The *Inspector.*] The "Buffalo Gal" is an old boat?—I think she is 21 or 22 years old.

Where did you get the furniture that you brought back?—Out of the ship.

Which of your men brought it on board your lugger?—The boat's crew brought it on board, and I received it.

Was Stevenson one?—Yes, and a man of the name of Beer. There was a boat's crew; they brought two empty drawers on board, and I grumbled at them then, because the locks were all cut open, and I said, "People might think by us having them that we had the contents;" but Captain Russell, who had been there the day before, he saw what we got.

Was he on board at this time?—He was on board when I was in the boat, and he told us we might have them.

Did you hear him say so, or was it merely what your men told you?—Only what my men told me. When we brought them in, the preventative men took them away.

And that is all you know about anything coming from the "North"?—That is all.

You had never anything on your ship?—We had nothing but the furniture that came to Ramsgate and the rice. That was everything we had, and the rice was all landed at Dover.

What state were the sails of the ship in when you came to her on Thursday; how many of them were set, do you remember?—I do not.

Captain *Hunter.*] The Thursday night?—It was quite dark, and I did not take particular notice what sails there were.

The next day?—The next day it was all gone except a piece of the mainsail; all the rest was gone.

How about the running rigging when you went there, Friday?—It was all gone; everything was gone, and the standing rigging they said was there.

I am speaking of the running rigging?—It was all gone; there was not so much as a yard left; not a bit of rope of any kind.

There

here was nothing in the shape of canvas or that could be saved on Friday?—Nothing.
nd the metal you did not see, Friday?—ever saw any; it was gone before we got e.
ow many feet of it had been stripped?—I ot say.

Make a guess?—It looked to me to be 3 feet to look at it, but I cannot say.
You are quite certain it was stripped?—Oh, yes, it was stripped and gone; I can give you the names of the seven men on board the vessel, if you want them.

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JETHRO PETIT, sworn; and Examined by the *Inspector*.

RE you the Master and part Owner of the trel"?—Yes.
id you go off to the wreck of the "North" Thursday, the 30th August?—Yes.
What time did you leave Broadstairs?—From to half-past two.
nd what time did you get to the wreck?—ewhere about half-past four, from that to six.
ou came inside her?—We went through the
Was there water enough for the "Buffalo Gal" o through the gull?—Yes.
When you got there what boats were there? here were some Deal boats there, and the rtar" was there belonging to Broadstairs.
Had the "Tartar" left before you?—No, we both together, and she got out a little be-us.
Were there any Deal boats there?—There e several Deal boats there, but I cannot tell r names.
How many were there?—Five or six.
Were there any men on board?—Yes.
How many?—I could not tell, I was not on rd.
Did any of your men go on board?—Yes.
Who went on board?—Miller and Wales.
Are they at Broadstairs?—Yes.
Was anything brought off from the ship to you? Nothing.
How long did you stay there?—About half-hour, not more.
As two of your men could go on board, why did not stay longer?—There was a swell making and nothing else to get, only the rice.
What had become of the sails?—There were y little sails there when we were there.
And the running rigging?—That was all gone.
Captain *Hunter*.] That was at five o'clock?—, five o'clock in the morning.
The *Inspector*.] The sails were gone then?—
Was there a bit of the mainsail flying then?—ere was a piece of the sail, but I could not say ether the mainsail or the foresail.
Did you see any of the masts over the side?—the masts were all right.
Captain *Hunter*.] The top-gallant mast?—it was over the sides.
The *Inspector*.] Was the rigging of the top-lant mast over the side?—Yes it was, to the t of my recollection.
Could you see the sheathing at that time?—ere was about one sheet out at that time.
Captain *Hunter*.] That is, above the water's e?—Yes.
The rest was all stripped?—That is all I could , we were not very near, we brought up in the ger and put the punt off and went alongside.
The *Inspector*.] The running rigging, could see that?—I could not see that, because we re not on board.
What time did you come back to Broadstairs?

J. Petit.

—We left there about seven and got back to Broadstairs about half-past nine or ten.
And stood off till you could get to the pier?—And stood off till we could come to the pier.
Did your punt come ashore?—Yes.
You came in her?—Yes.
Did you bring anything ashore in the punt?—Only the people.
Who was left on the "Petrel?"—We all came ashore.
And you went off when the tide was high enough?—When we found there was water enough we went back and fetched her in.
You brought nothing back from the "North?"—No.
Did you ever go the "North" again?—No, nor the boat.
Were you and the "Tartar" and the "Buffalo Girl" the only ones that went to the "North?"—That was all that went to the "North."
Do you remember whether the "Florence Nightingale" was lying on the sand?—She was left in the harbour. She was dry when we came ashore in the punt.
And the "Fame" was lying up?—Yes; they were putting a new plank in her.
She could not have gone?—No.
Mr. *Cumberland*.] You got to the wreck you say at five o'clock?—From five to half-past five.
How many boats were there there at that time?—Four or five or five or six. I cannot tell exactly.
Luggers?—Some luggers, some galley punts, mostly galley punts.
Were they Deal punts?—We were not near enough to see.
You could not tell what boats they were?—No, we could not.
The *Inspector*.] If they were galley punts they must be Deal boats?—There are none from Broadstairs, and none from Ramsgate.
Any from Margate?—I do not know of any from Margate.
Captain *Hunter*.] Or Dover?—I cannot say about Dover.
Mr. *Cumberland*.] How long did you remain by the ship?—I do not think we were there more than from half an hour to three quarters.
And the only two persons on the "Petrel" who went on the ship were Miller and Wales?—I cannot say, they put off with five hands. I knew those two men were on board, because I heard them talk about it, but whether any more were, I cannot say.
How long was the boat absent from your vessel?—Not more than half an hour. I do not know that it was half an hour.
Did you see the boat come back to the "Petrel"?—Yes.
Did you see whether the men had anything?—They had nothing.
Are you sure they had no clothes of any kind beyond what they had on when they left?—Quite so, they had nothing but their own.

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The *Inspector.*] Were any of your men the carpenter or the joiner?—No.

Mr. *Cumberland.*] Did you notice anything with regard to the running rigging of the ship?—No, we were not near enough where we were brought up to see that; we had a good pull to get to the vessel.

SOLOMON HOLBOURN, sworn; Examined by the *Inspector.*

S. Holbourn.

ARE you Master and part Owner of the "Tartar"?—Master and sole owner.

Does she hail from Broadstairs?—Yes.

Did you go off in company with the "Petrel" to the wreck of the "North" on the 30th of August?—Yes.

You got there a little before the "Petrel"?—Yes.

Did any of your men go on board her?—One man went on board her.

What is his name?—John Miller.

Is he at Broadstairs now?—Yes.

He went on board before the "Petrel" came up?—I think Jethro Miller went on board before him.

You did not go on board?—I was alongside in the skiff.

At that time what was the state of the tide?—I think it had an hour an a half to ebb.

How low down the sheathing could you see. Could you see her draught?—You could see her copper.

Could you see how deep she was in the water?—We did not take that notice of her, we were in the waist.

You could see what sails were set?—There were no sails set, there were one or two flying about, but none set.

You could see the running rigging?—We could see some rope; we could see something, we could not say whether it was Manilla or anything else.

Could you see all the ropes of the ship, or were there a good many gone?—There were a good many gone.

What time did you come back to Broadstairs; what time did you leave the ship?—It was dusk, seven o'clock, or it might be after seven.

What boats did you leave?—None.

They were all gone?—Yes.

Which way were they heading when you left?—They went to Deal.

How many boats were there when you got there?—I should say six or seven.

Luggers or galley punts?—Some luggers and some galley punts.

Did you know where they hailed from?—No; we were not near enough to them.

How long did you lay off Broadstairs before you got in?—We got abreast of Broadstairs about 10, and went into the harbour about 11.

Did you send your punt ashore?—No.

You waited until the tide rose?—Yes; we saw the "Petrel" punt rowing out, and we knew there was water enough, and we went ahead of them.

You brought nothing back?—No.

Did John Miller bring anything?—Not that I know of.

Did they say they had anything?—They said there was some "strike me blind" on board.

How many hands had you on board your lugger?—Six; we put off in the skiff with four, and left two in the lugger.

Did all go on board the ship except you?—No; only Miller.

Captain *Hunter.*] Was there any metal stripped at all?—No; not the starboard side, the port side we could not see at all.

They had not commenced stripping it?—No.

Mr. *Cumberland.*] All these boats that you saw about the ship went away to the northward, did they not, or to the southward?—No; none went to the southward, they went away to the land.

The *Inspector.*] You know a Frenchman when you see him?—Rather.

Were there any French boats there?—I did not see any.

Mr. *Cumberland.*] Were there any other boats except your boat and the other Broadstairs boats, and these Deal boats?—No, none; only the "Tartar" and the "Petrel," and these Deal boats there; no other Broadstairs boats.

The *Inspector.*] Did you go off to the wreck again?—Yes, some few days after I went off with a pleasure party.

When was that?—I cannot tell.

Was it Friday, Saturday, or Sunday?—I think it must be later.

Monday?—I think it was the following Monday.

Was she out of the water?—Yes; we used to be there at low water time.

How much was she out of the water then?—I should say six or seven feet; her covering board was out of the water.

How much of the sheathing could you see then?—We could not see any of the sheathing.

You could not see anything?—No, no sheathing.

Were her masts all gone?—Her foremast was standing; the mainmast and mizenmast were gone.

And she was sunk on the Monday up to within six or seven feet?—Yes; I was out with a pleasure party.

You were out there what time, about 10 o'clock?—I should think it would be 12 o'clock.

Was that low water?—We suited it to be low water, we anchored under Deal to allow the tide to ebb.

You made your arrangements accordingly?—Yes; so that they could see as much as they could of her.

Was the mainmast there?—The mainmast was gone, the foremast was standing.

Was it there although it was not standing?—We could not see it.

Did you go round her?—No; we went the starboard side of her, we did not go round her.

And did not go on board?—No; we could not get on board that day.

Captain *Hunter.*] The water was washing over her at high water?—She would be all under at high water.

THOMAS HORTON, sworn; Examined by the *Inspector*.

T. Horton.
16 May 1867.

ARE you the Master and part Owner of the ame"?—Yes.

There has been an assertion that your lugger s at the wreck on the 30th August; was that case?—It never was; it was under the car- ter's hands all that time.

You are quite certain of that?—I have the ls to prove it; she was on the beach about three nths; she came up the 4th of August, and was der work for near three months.

Did you yourself go out with any of the other luggers?—No.

In fact you know nothing about it?—I know nothing about it.

Arnold of Deal says you were there?—I have understood there was a man at Deal talking about it.

Mr. *Cumberland.*] At all events what the pilot at Deal said with regard to your vessel being there is not true?—It is not true. There are the bills to prove it.

HENRY FORD, sworn; Examined by the *Inspector*.

H. Ford.

ARE you the Master and part Owner of the Florence Nightingale"?—Yes.

She is a large lugger?—Yes; 21 tons.

And a peculiar one; one that is not likely to mistaken?—No; she is a large boat.

Where was the "Florence Nightingale" on the th of August last?—At Broadstairs pier.

What was being done to her?—Nothing at all; was lying at her moorings.

She was not on the beach then?—No.

When was she put on the beach?—About two three days before that, she was laid afloat at pier.

Did she go off to the "North" on the 30th Au- st?—No.

Did she go out of the harbour at all?—No.

Could she have gone out of the harbour without r knowing it?—No; not that day.

What makes you say it; were you aboard of that day?—I was aboard of her pretty well the afternoon.

Did she go off the next day?—No.

When was the next time she went off?—It may a month after that.

Captain *Hunter.*] She was not off to the "North" all?—She was not there at all; none whatever.

The *Inspector.*] Did you go to the "North" urself?—No.

Mr. *Cumberland.*] A pilot at Deal, named nold, has sworn that the "Florence Night- gale" was at the wreck; therefore what he has d is not true?—He has falsely sworn.

The *Inspector.*] Was anything done to the Florence Nightingale" at all?—No.

Scraped, or anything of that sort?—No; in t we did not care anything about it.

Was she cleaned at all during that time?—She was all ready for sea.

Had she been cleaned shortly before?—Yes.

When was she cleaned just before that?—About the second week in July, but she did not come on the beach then.

But she was grounded on the beach?—No.

Does not she ground at low tide?—No; we do not put her on the beach.

If she is lying on the beach she would ground?—She grounds on the mud.

Mr. *Edwards.*] You were not tarring her bottom, were you, that day?—No.

The *Inspector.*] The coast-guard man says, close to that time you were scrubbing and tarring her bottom?—No; I was on board of her myself all the time,

What are your crew?—Ten.

Who else was on the "Florence Nightingale" that day?—There were four or five more.

Give us one?—Henry Wren. Allow me to correct it; I think the "Florence Nightingale" was not exactly fit for sea that day; I remember now getting a little bit of gear into her, ready to go.

What gear was it they got in?—She had hardly got all her gear in at that time.

But what was it?—Some sails, I think; she laid in the inside moorings; I remember hauling her out and getting her boat in after the other boat was gone.

You remember intending to go and not going?—Yes, that is it.

Mr. *Cumberland.*] But you do not remember anything about this cleaning of the bottom?—No; it was not that.

GEORGE MORRIS, re-called; and Examined by the *Inspector*.

G. Morris.

Have you been to Deal?—Yes.

Have you seen all the things that are in the ceiver's store?—I have seen the greatest part them.

How many chests can you recognise; is your n chest there, to begin with?—No; not one.

Neither of them?—No; the carpenter's tool est first, and Smith's chest—a Dutchman, he his proper name is Hertzberg, but he was led Smith by the ship's books. Andrew Welsh xt; and John Pennycook, apprentice; a ship's del; Andrew Welsh; and a half model of the p, belonging to George Morris.

And that is all?—Frank Lark's chest.

Captain *Hunter.*] You know them by their painting?—Yes; and Macnamara's chest; and Antonio's; his proper name is William Perrat; he had been six years in Australia, and he told me that was his name.

The *Inspector.*] He was not an Italian at all?—He told me he was of Italian descent.

Anything else?—A signal chest, and a ship's jenny for raising the cable out of the locker; that was there; and a new hawser and some old rope.

Captain *Hunter.*] Did you receive every assistance from Mr. Hight?—Yes.

And you saw all the things that were in his store?—Yes; I saw all the things in the lower store and the upper.

You have been on board the ship, and being

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one of the petty officers of the ship, as I may say, do you consider there was anything like the amount of things there that there ought to be there?—As far as I am aware of, I think there was; she was well fitted up for the voyage.

The *Inspector.*] What you saw at the receiver's; was that anything like the quantity that was on board?—Nothing like the quantity.

Mr. *Cumberland.*] Does that represent what ought to have been delivered to the receiver of wrecks?—No, nothing like it.

Captain *Hunter.*] Did you see the sails?—Yes; I saw the sails and the canvas.

Mr. *Cumberland.*] And you saw the hawser and the rope?—Yes; the old hawser and the new one, and the other new rope, but nothing as compared to what she went out with.

What proportions do you consider what you saw at Mr. Hight's to-day would that bear to what was on board the ship?—Really I could not say.

Was it a half or a fourth, or what do you take it to represent?—I do not know; I cannot say; but she was well fitted out as regards everything of that sort.

Do you consider there was half?—I should think there was about half; she had some splendid new Manilla ropes, such that I have never seen.

Captain *Hunter.*] It is not there?—No; a new rope that was never used before we got to Aden.

Do you know the size of it?—I should not know the size, but about two and three-quarters.

The hawser would be bigger than two and three-quarters?—Two and three-quarters across.

In diameter; we take them in circumference?—I am not accustomed to that business; I should think it to be from two and a-half to two and three-quarters across.

It is three times that?—Of course it is, in circumference.

There are two pieces of old hawser?—Yes; and a new Manilla hawser; that is there.

The *Inspector.*] Have you come here from Liverpool?—From Birkenhead.

Do you know whether any of the others of the crew are at Liverpool at this moment?—I think not.

You have not seen any?—No.

Do you know whether any of them are in England?—As far as the paper goes, I see Woods is in the "Mistress of the Seas," and Larn.

Do you know where she is bound for?—No. I had the paper that Captain Edghill gave.

You do not know anything but what Captain Edghill told you?—No; and what was in his paper. All the information I knew about the crew is in his paper.

You do not know any of them privately?—No, only the carpenter.

The man we want principally is Woods?—He is in the "Mistress of the Seas."

Do you know where she is?—I cannot say whether she is homeward bound or outward bound; she cannot be far from either.

Mr. *Edwards.*] You did not go to your chest at all before you left the vessel?—Not that night; but I had been there in the day and the evening before.

How was it you did not go. Some of the men went to their chests?—Yes; I believe they did.

And took some clothes out?—Yes.

How was it you did not go?—For one thing was, I heard the ship strike, and the next notice I had was the captain calling for axes. I ran to the midship house for the axe, and I brought the axe to the poop and cut away the boats, and I jumped into the first boat.

You were two hours, after the vessel struck, before you left the wreck?—Yes; getting the boats out; it was rather a jumble of a concern; I suppose with fright, and one thing and another. I heard the captain sing out for axes, and I ran and got them; I dropped them on the poop; the boats were loose at that time, and we cut the yards.

How many of the men took things away with them?—That I cannot say; there were 14 got ashore in the pinnace, and 16 in the life-boat, as far as I remember, and as far as went in the pinnace I can speak partially for; that is all.

Mr. *Cumberland.*] What amount of clothes, or articles of any kind do you suppose were taken in the pinnace by anybody who went in her?—That I could not say.

Mr. *Edwards.*] Were there any bags of clothes?—Yes.

Then the chests had been opened; some of the men had gone to the chests and taken things out of them?—I do not know.

You had some clothes in the boat?—Yes; every one had a bag or a chest.

In the boat when you left the vessel?—Yes; there were bags on board the boat.

How many?—That I could not say.

How many do you think?—That I could not say.

You can say whether there were a dozen or two?—There were neither.

The *Inspector.*] More than two, and less than a dozen?—Yes; there were less than a dozen, and more than two, I know; I could not swear; I know King had a bag, and had part of the Russian's clothes.

Karl Blum?—Yes.

Mr. *Edwards.*] Then some one might have gone to your chest, as far as you know, and have taken your clothes out?—Yes; I was looking after the ship at that time.

The *Inspector.*] Mr. Edwards means some of the crew might have taken your clothes, instead of their own?—They might; I had a full chest of tools, and a full chest of clothes.

And the crew might have taken them?—Yes but they were not in the pinnace.

Captain *Hunter.*] Or you would have found it out?—Yes; in fact I saw it all, they let me have what they had to spare.

Mr. *Edwards.*] How much was there; were these bags full of clothes?—No.

How many suits of clothes?—There were no suits, it was rather a mixed medley of dirty and clean, got as they could pick them up.

Each one I suppose had got the other's clothes?—I could not tell which it was; they picked up what they could seize, and chucked them into the boat; I do not believe there was a full suit altogether brought out of the ship.

You said that King brought a full suit out, part belonging to himself and part to another man?—I could not say a full suit; he brought part for himself and part belonging to Karl Blum; could not say that. The mate had part of the Russian's on, and King demanded them back when he got on shore.

Do you think a third of the whole of the clothes were saved?—That I could not say.

I

n the boat you were in?—There was not one-
rd in the boat I was in.

Mr. *Cumberland.*] What proportion should you
there was?—I could not say.

The *Inspector.*] You say there were four
rentices, the carpenter, the boatswain, and the
tswain's mate?—The boatswain was not in our
it.

Did the carpenter save any clothes?—Not as I
aware of; he was not in our boat.

Was the boatswain's mate in your boat?—There
s no boatswain's mate.

Who was the other seaman that was under the
atswain?—Only able seamen.

There were eight people in your cabin?—Four
prentices and four tradesmen.

Was the sailmaker in your boat?—I believe
e sailmaker saved clothes as far as I have heard
; he was not in our boat. He saved his blanket
heard, and he refused to have it cut up for a
il to get them ashore with; that is what I
ard.

Which of the apprentices were in your boat?
Pennycook and Cunningham.

Did any of those save any clothes?—No;
ennycook's chest is at Deal.

Have you anything more to tell us?—I know
nothing; I know what was in the ship, and
hat was out of her. I should be glad to tell
e truth with respect to anything I know.

Captain *Hunter.*] She was well found in rope?
Yes.

The *Inspector.*] Do you know whether there
as any spare canvas left?—Yes, I think three or
four bolts.

Where was that kept?—In the after cabin, in
ne of the captain's compartments.

At the time of the wreck do you know what
uantity of sails were in the sail cabin?—I know
rtly, but I could not say to a thing of that sort.
he had a light suit, as we call them, for fine
eather. I think she had three topsails set; I
now she had for the Channel, and she had a
an new mizen sail never set only off the
ape.

Captain *Hunter.*] A spanker?—No, a mizen
il.

A mizen is a spanker?—You might call it a
anker; a mizen stay sail then.

That is quite a different thing?—A storm sail,
am not exactly a sailor.

That sail had not been bent?—That sail had
ot been bent not till we got to the Cape.

Was that bent?—Yes.

When you were wrecked?—No, it was in the
il cabin when we were wrecked.

The *Inspector.*] Were there any coils of spare
pe left?—Yes, there were. How many I can-
t say, we took some in at St. Helena, I believe;
do not know whether it was sail rope or bolt
pe; I know there was part of it used for bolt
pe. I do not know whether they could get
lt rope in St. Helena, but what they got was
ed.

Captain *Hunter.*] You think on the whole she
as pretty well found in rope?—Yes.

The *Inspector.*] Did you see what the captain
ad for his meals; was there any silver?—I do
ot believe there was any silver in the ship, at
ast I have never seen it.

Captain *Hunter.*] But I suppose the usual
nives and forks and spoons, and crockery?—I
ave seen all that.

There were the things that are in general use?—Yes, but there was no silver that I saw.

German silver?—Yes, German.

The *Inspector.*] Were there swinging tables in the captain's cabin?—Yes, there were swinging trays.

Mahogany?—Yes.

How many of them?—Two.

Any swinging trays anywhere else?—Not that I saw.

What was the table in the captain's cabin, was it fixed?—A telescope table.

Captain *Hunter.*] Mahogany?—Yes; I had nothing to do with the tables.

Mr. *Cumberland.*] Did you see any of the nautical instruments belonging to the ship?—I have seen what was generally in use, chronometers.

A sextant, a quadrant, and a sympasometer?—Yes.

A barometer and compasses?—Yes.

Did you see any of those things at Mr. Hight's?—No.

The *Inspector.*] Can you tell us how many barometers there were that you yourself can speak to?—I never saw but one.

Was there one sympasometer?—Yes.

Do you know how many sextants there were?—I do not know how many there were belonging to the ship, but every one had one.

Had not the ship one belonging to her?—I cannot say.

Had you a quadrant?—No.

Captain *Hunter.*] When you say everybody, you mean that the captain had a sextant, and the chief mate and second mate?—Yes, and the third mate he had one also, that was presented to him by the employer, but I do not know whether that was lost, he was not in our boat.

The *Inspector.*] Compasses?—I have seen five compasses, four to put in the binnacle and the tell-tale.

And then chronometers?—Two, one belonging to the ship and one belonging to the captain. I believe the one belonging to the captain was saved, the mate saved one.

Captain *Hunter.*] You say the mizen sail was new?—It was never put to a rope until we got to the Cape.

The *Inspector.*] How long were you coming from the Cape home, about?—We rounded the Cape about the 20th June, and we lost the ship here on the 30th August.

For how many days during that time do you suppose the mizen stay sail was set?—It was only set for a fortnight round the Cape.

And then taken down and put in the sail cabin?—Yes.

And very nearly as good as new?—Yes, it was none the worse for wear.

Had any particular man on board any particular property that was remarkable or spoken to. Had many men watches, for instance?—The second mate had a watch, and the captain had a watch.

And that was saved?—No, the second mate did not save his watch, I cannot say as to the captain.

Mr. *Edwards.*] How many watches had the captain got?—That I could not say, I know he had a gold one.

The *Inspector.*] Do you mean by a gold watch a chronometer?—No, a proper watch.

Had you any live stock on board?—Yes, such as pigs and geese.

Do you know how many pigs you had?—There

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were three old ones, and I think about seven or nine young ones.

Then there were 10 or 12, perhaps, altogether?—Yes.

And how many geese?—Two geese, I believe.

Captain *Hunter.*] Had the captain a large quantity of clothes?—Yes.

Were any of those saved?—That I could not say; he had a vast quantity of clothes on board.

Did the mate seem to be well supplied with clothes?—Yes, pretty well.

Mr. *Cumberland.*] Then you do not know anything of any particular sort of property belonging to any of the crew; anything they might have got while they were out there?—To be seen now?

Whether there was anything on board at the time she was lost?—Yes; there were feathers, and shells, and work-boxes.

And various articles of that kind?—Yes, various curiosities.

Were there any quantities of them?—No quantities.

The *Inspector.*] What had you yourself got?—A few feathers and shells of different descriptions.

Where were they; in your chest?—Yes, in my clothes-chest; and Woods, the sail maker, he had a work-box, and he had upwards of 70 feathers.

Captain *Hunter.*] What feathers?—Ostrich feathers.

Mr. *Cumberland.*] Are they valuable in England?—It is in Aden they are chiefly bought; the carpenter had some, and work-boxes.

Several of the men, then, had things of these kinds?—Yes.

Captain *Hunter.*] Were these things all in their chests?—Yes; one of the apprentices had a work-box, and the steward had a work-box.

Mr. *Cumberland.*] Anybody else, can you mention; the mates, or the captain; had they any things of this kind?—As far as the officers go, I could not say. I believe the captain was given some presents, but I could not say positively.

Mr. *Edwards.*] Do you know where the captain kept his money?—Yes.

Where?—In the fore cabin, next to the sail-locker; there was a sum of money on the ship; I cannot swear to it, but it was where the chronometer was kept; it got loose.

The *Inspector.*] Where was that?—Coming home from the Cape the screws got loose; it was a case on the top on purpose for the chronometer, and underneath there was a case of drawers. I was sent for to repair it, and I had to take all the drawers out of the bottom case to do so; and in the bottom case it was very heavy; the captain helped me to take it out, and he said, "There is money there; it is rather heavy"; and it was heavy.

The *Inspector.*] That was in the fore cabin?—It was in the after cabin, next to the fore cabin.

Captain *Hunter.*] Did you take it to be silver, or gold?—I could not say; I did not see it. He only mentioned it to me that it was money.

Was that after you left Cork?—No, coming round the Cape; it was in the same place where the chronometer was.

The *Inspector.*] You saw it underneath the chronometer?—Yes; it was in that case of drawers under the case where the chronometer was kept.

And when that was repaired it was put back?—Yes.

Captain *Hunter.*] You do not know whether this money was in the ship when it was lost?—No.

In fact, you do not know it was money?—I could not swear it was money, only what the captain told me coming round the Cape. I shifted all the drawers but this, and he said, "Stop, you cannot carry that, I know"; he said, "That is money; it is heavy."

The *Inspector.*] Do you know the secrétaire, made with teak, with the drawers underneath, and the book-case on the top, which lifted up?—Yes.

Was that all one piece of furniture?—Yes; it would unscrew off in different pieces; the book-case would unscrew off the drawers, but the book-case was on the top; the chronometer was kept in a place next underneath, and the drawers were underneath.

Was that the drawer you are speaking about, where the money was?—Yes.

In the same way?—Yes.

Were the drawers locked?—Yes.

Do you know were the captain got it?—It was English manufacture.

There were glass doors to the book-case?—Yes, there were two book-cases with glass doors.

About what height was the book-case from the top of the secrétaire?—About two feet and a-half, I should think.

What was the length?—It would be from five to six feet.

Were they double doors, or one large door?—Double doors.

Single panes, or divided?—They were divided.

Do you know at all what were the contents of this book-case, and these drawers?—No; chiefly religious books. The captain used to go in of a morning, and hold service there in his cabin; and he used to deliver out books to whoever would take them.

Do you know where the steward is, Edward Shillibeer?—He belongs to Plymouth; his father keeps a small public-house outside the town.

You do not know the name of the public-house?—I could not say the name of the house, but it is in the suburbs of Plymouth.

Captain *Hunter.*] Was the steward pretty well off for clothes?—Very well off.

Do you know whether he saved any of his?—I could not say; he was not in our boat.

The *Inspector.*] Did you go back to Birkenhead immediately after you landed?—Yes, from here.

Who went back with you?—The second mate came to Liverpool, and Jones and Dale, and Welch, and Frank Barrow, Antonio, and King joined us; he left Deal the train after us, but joined us before we got down. I believe all who got in here at Deal.

Did any of those who landed at Dover join you before you got to Liverpool?—No.

Did you hear any of the men say anything about their clothes or their chests?—I did not.

Did you hear of any complaints made at Deal, or any information given to the police about the clothes being on board?—As regards the boat I was in, everyone was complaining of his own loss.

Were any complaints made to the officials at Deal; did you see Mr. Hight?—I saw one gentleman

ıtleman there, a white-headed man; there - money collected on the beach.
Was he in uniform?—No, he was in private thes.
Was he a gentleman, a man of some authority? Yes.
Did you hear any complaints made to him ut loss of clothes?—No.
Where did you see him; on the beach?—In house we were brought into.
Was there any protest signed at Deal, do you ow?—No.
Captain *Hunter.*] As to the loss of the ship? Nothing.

The *Inspector.*] Was money collected for you to send you home?—Not to send us home, but for our immediate wants, such as clothes and food.

Did you buy clothes in Deal?—No; this gentleman found us clothes; we had to eat and drink to our fill, and afterwards he found us what necessaries would bring us to Liverpool.

Captain *Hunter.*] Could you tell how many received clothes in this way?—I could not say; but I think all received, more or less.

Was there one went to Liverpool without?—I could not say, but I think not.

[Adjourned.

G. Morris.
16 May 1867.

Ramsgate.—17th May 1867.

MINUTES of EVIDENCE taken before *Montague Bere*, Esq., Inspector, and Captain *Hunter*, Nautical Assessor, appointed to inquire into the Circumstances connected with the Wreck of the Ship "North."

(From the Shorthand Notes of Messrs. Cherer and Bennett, 38, Lincoln's-Inn Fields.)

Tenth Day.

Jethro Miller, sworn; Examined by the Inspector.

J. Miller. 17 May 1867.

Were you one of the crew of the "Buffalo Gal"?—No, I was one of the crew of the "Petrel."

You went out to the wreck of the "North" in the "Petrel" on the 31st August?—Yes.

Do you remember what time you got there?—I could not say for an hour.

I do not want that?—I dare say it might be from 5.30 to 6, or it might be a little later.

Do you know what time you started from Broadstairs?—I should say from 2 to 2.30 it might have been; do not you see we cannot tell to an hour.

When you got to the wreck of the "North," were there many boats there?—There were, I should say, somewhere about five or six boats.

What were they, Deal boats?—They appeared to be Deal boats.

Were they galley-punts, and luggers, or only luggers?—I do not remember seeing but one or two galley-punts, there might have been more.

Could you see whether either of the galley-punts or luggers had anything in them?—No, we could not say as to that.

How far did the "Petrel" lay from the wreck?—I should say the "Petrel" rode upwards of 200 fathoms, as near as we could judge, that is as far as from here to the pier-head light.

Did you see William Wales go off to the wreck?—Yes; we were aboard of the wreck.

You went off in the punt?—Yes.

And two hands besides; four of you altogether?—Yes.

When you got to the wreck, did you go on board?—Yes.

How many men did you find on board; were there other people on board besides yourselves?—No.

You were the only persons?—That was all; and then about 10 minutes afterwards there was another young fellow came of the name of John Miller.

What did you do when you came on board?—We had a look to see if there was anything to get for salvage.

What state were the sails in; were there any sails set?—There were no sails aboard of her then.

In what state was the running rigging?—There was the standing rigging.

But the running rigging?—There was no running rigging when we were there.

Did you go into the cabins?—Yes, I went into the cabins.

Did you see whether the doors of the cabins had been broken?—The cabin doors were all open.

Did you see whether the locks or the hinges were broken off?—I could not say as to that.

Did you go into the captain's cabin?—Everything was flying and cracking about.

What do you mean by "flying and cracking about"?—The ship was bending and twisting about.

Was she bending and twisting about?—We came out of her because we were afraid to stop in her; if the ends of the bulks flew up, they would pitch you right overboard.

Captain *Hunter*.] The Inspector wishes to know whether the cabin had been ransacked?—Yes, it was all to pieces; there was not enough left to make a mop, not enough of any description.

And the captain's stores?—Everything cleaned out, as clean as possible.

The *Inspector*.] Then you did not go into the sail cabin?—We never saw the sail cabin.

Did you go into all the cabins?—No, we merely walked about on the cabin floor.

Mr. *Cumberland*.] Was anything left in the cabin?—No.

The *Inspector*.] Did you see any seamen's chests?—No.

Did you go into the forecastle?—No, she was cracking too much to go to that end.

Was she lying with her head to the south?—Yes.

Had she a list to port or starboard?—She had a list a little to port.

Where was she broken?—In the middle.

It was pretty near high water?—It was past high water. I dare say it was two hours and a half, from that to three hours half ebb, when we were there.

What part of her sheathing could you see; any of it; there was a part of it forward and a part aft, under her quarter, but not her midships.

Could you see whether anybody had tried to take any of it off?—No, there was so much sea.

How long did you stay aboard that time?—We might be there a quarter of an hour.

And

nd then came back again?—And then came
s again; there was so much sea that we could
stop.
hen you came back to the "Petrel"?—Yes.
nd got to Broadstairs about what time?—
night be between 7 and 8 perhaps.
Vas it not later?—It might be later.
Vas it after dark?—Yes, it was after dark.
not you see we cannot speak to an hour, be-
-e it is so long ago.
When you were in the captain's cabin, did you
any drawers that had been broken open?—
re were some old drawers there knocked about
to pieces, not worth taking, that we saw
re.
Did you see any clothes about, or any books?
No.
None at all?—No.
Did you see any ship's instruments?—None.
Chronometers?—Nothing at all.
A barometer?—No.
Captain *Hunter.*] Spyglasses?—No.
The *Inspector.*] In any of the cabins you went
o did you see any clothes?—No, nothing worth
enny.
Did you see any loose overalls lying about?—
).
Had the water washed over the deck much?—
e water had been over her I dare say, from the
pearance of the wet.
Captain *Hunter.*] There was no water in the
op?—No, there was no water over the cabins
en we were there.
Mr. *Cumberland.*] From what you saw while
board the ship, do you consider that the ship
that time had been what you call stripped?
Yes, she was stripped; there was nothing
ere.
And you brought nothing from the ship?—
thing whatever.
In fact, according to your account, there was
thing for you to get?—There was nothing to
ing.
Did you see what became of the Deal boats
at you say were about the ship when you got
ere?—They left before we came away; they
nt away for Deal.

When you left, did you leave any boats about the wreck?—No, we were the last there. *J. Miller.* 17 May 1867.

I believe the "Tartar" and the "Buffalo Gal" were also at the wreck that night, were they not?—No, I do not believe the "Buffalo Gal" was there that night; she went out the back of the Goodwin; she was not there at all.

The *Inspector.*] She was not there when you were there?—No, she was there the next day.

No, she was there the same evening?—We never saw her; she was not there when we left.

Did you see any other boats except Deal boats when you got there?—No, not to my recollection.

You got there before the "Tartar"?—About the same time.

Was there a boat called the "Morning Star," of Ramsgate, there then?—I never saw her.

As you came back to Broadstairs, did you meet any boats going out towards the wreck?—No.

Captain *Hunter.*] I think you said also the Deal men had left before you got on board?—They left the ship, but they had not left the Goodwin.

They were out of the ship?—Yes.

But not in their own boats?—Yes.

The *Inspector.*] When you were alongside, could you not see in their boats?—We could not look into them.

You could not see whether they had anything in them?—No.

Mr. *Cumberland.*] Did the boats look as if they were loaded?—We cannot tell much difference; when there is a heavy sea going, you never can tell what they have.

Captain *Hunter.*] But you know that the ropes and the sails were gone?—We knew there was none there, so they must have been gone.

Mr. *Cumberland.*] So that everything was gone?—Yes.

Mr. *Edwards.*] I understand you to say it was impossible to get any of the copper off while you were there?—You could not have got that; there was a nasty sea along there; a very nasty sea.

WILLIAM WALES, sworn; Examined by the *Inspector.*

DID you go out with this boat, the "Petrel," the 31st of August to the "North"?—Yes, I as in her, but I did not know the day of the reck until you told me.

Do you remember the day of the week; was it hursday?—Yes.

Did you go with two others and the last wit-ss in the punt to the "North"?—I went with m; I do not remember the other names.

Did you go on board her?—Yes.

Did you go into the cabins?—Yes.

Did you go into the captain's cabin?—It was so uch disfigured I could not tell which the cap-in's cabin was; I do not think I could. I saw me things all broken to pieces.

Did you see a table there?—Not to my recol-ction.

A mahogany table?—I could not swear I did did not.

Did you see any ship's instruments?—No.

Any clothes?—No.

None at all?—No.

Did you see whether the drawers had been oken open at all?—I saw they were open.

Did you see they had been forced open?—I did not notice that. *W. Wales.*

They might have been unlocked?—Yes; I know they were open.

Could you see whether the hinges of the doors had been taken away, or the locks of the doors? To the best of my recollection, I think some were.

Did you see any clothes of any sort or kind in any of the cabins?—I did not notice any clothing at all.

Did you go into the forecastle?—I did not go into the forecastle; I did not go further than the hatchway.

Did you go to see what the cargo was?—Yes.

And found it rice?—Yes; and very inferior, I thought.

Captain *Hunter.*] Had she a topgallant forecastle?—I would not swear whether she had or not; I took very little notice. We went forward to see what condition she was in, and I said to my mate, "It's no use stopping here;" that is the remark I made.

You thought it was too late?—I saw what the

W. Wales.

17 May 1867.

cargo was, and I knew the salvage for rice was so small, that it was no use troubling ourselves with that.

The *Inspector.*] At the time you were there, were there any sails on the ship?—I saw part of the mainsail, that was on the yards aloft.

And the running rigging?—No running rigging; I do not think so.

Were all the masts standing?—With the exception of the main topgallant mast.

That was gone?—Yes.

Was it over the side?—It was hanging down, I think.

Which side was it hanging?—I think the ship had a list to port, and it was hanging that side.

Can you remember when the mast was hanging over the port side, was the standing rigging of the mast on the starboard side also hanging over?—I think, to the best of my recollection, the standing rigging was in its place. I do not think any lanyards had been cut, because the rigging was in its place. To tell you the truth, I did not notice it, but when you come to think of it, it could not be cut.

Did you see any seamen's chests?—No.

Or any tool chest?—I do not know whether I saw an empty chest in the place what they call the deck-house. I do not know whether I saw any carpenter's chest there.

Did you see any carpenter's tools about?—No.

Captain *Hunter.*] Did you see whether these drawers which you describe as being in the after cabin were empty?—There was here and there a piece of paper, and a little book like that; nothing of any value.

You did not see any books at all about the cabin where these drawers were?—I think I saw a little Bible and a little book or two.

But no quantity of books?—No.

Or anything else?—I did not see anything of any value for us to take at all.

Do you consider that the ship at that time was what they called stripped?—Yes.

Completely?—There was nothing moveable about the ship except a few blocks lying about the deck, not worth anything to us.

And you yourself brought nothing?—We brought nothing.

Nor either of the men who were with you?—No, not to my recollection.

Did you see any boats about the ship when you got there?—Four or five, or six.

Were they Deal boats?—We took them to be Deal boats; we did not read the names.

Did you see them leave the ship before you went?—When we got there, there was a one-masted boat, a galley punt, just coming away.

Did you see them all leave before the "Petrel" left?—I think the "Tartar," belonging to Broadstairs, remained. I think she came away the same time as we did.

All the other boats, did they go away towards Deal?—I think they did.

Did you notice whether they were full or empty?—I did not go near enough; they did not look very full; they looked light.

Mr. *Edwards.*] You could not swear they were Deal boats?—No; I did not read their names.

How long were you on the vessel altogether?—From a quarter of an hour to half an hour. We had no time with us; she cracked a good deal. I said to my mate, "The deck will fly up under us, we had better get away again." I made use of those words.

JOHN MILLER, sworn; Examined by the *Inspector.*

J. Miller.

Do you live at Broadstairs?—Yes.

Did you go out in the "Tartar" to the wreck on the 30th of August?—Yes.

What time did you get there?—Somewhere about six o'clock.

Did you go on board her?—Yes.

Did you find the two last witnesses, Wales and Miller, on board when you got there?—Yes.

How long did you stay there?—About a quarter of an hour.

Did you stay after those men had gone?—We all went together.

Did you go with them when they went into the cabins?—Yes.

Can you tell what state the captain's cabin was in?—There was everything all strewed about the floor.

What do you mean?—All empty boxes and bits of paper.

Did you see any clothes?—I did not see any.

Any ship's instruments?—No, none at all.

Any books?—Some papers, that was all.

No large books, or anything of that sort?—No.

Any seamen's chests did you see?—I did not go forward.

Did you go into all the cabins in the poop?—No; we went into the main cabin with all that.

Then you did not go to where the sails might have been kept?—No.

Were the doors all open?—Yes.

Could you see whether the hinges or the locks had been taken off?—I did not notice about that.

You did not see what state they were in, whether they had been pulled to pieces for the sake of the metal?—No.

Did you go and look down the fore hatchway?—Yes, the chain was all down there; she was all open at the fore combings of the hatchway, the butts of the deck had started there.

Where do you think she was broken, midship or forward?—She was all hogged up.

Captain *Hunter.*] Between the foremast and mainmast?—Yes.

The *Inspector.*] At that time were all the masts standing?—Yes; the topgallant mast was down.

Was that over the port side, or the starboard side?—She had a list to port.

Was she down much more by her head than she was at her stern?—She was much more by the head.

Then you came back to the "Tartar"?—Yes.

What time did you get back to Broadstairs?—Soon after nine; we brought up in the bay.

Did you come in at once to the pier?—She brought up in the bay.

Did your punt go ashore at all?—Yes.

You are quite sure about that; did the "Petrel" get there before you?—Yes; we both went together.

Did the "Petrel" punt go ashore?—I do not know whether the "Petrel" punt went ashore or not.

Are

re you quite sure yours did?—I know we got
into the bay about 9 o'clock as near as could

hen it would not be high enough for you to
e in?—We could not get in at Broadstairs.
ou had to lie off?—Yes.
o you remember how long you laid off?—
en there was water in.
Would that be about 11 o'clock?—No, it would
bout two.
ou had better think a little; the "Buffalo
" got in at 12?—I know we went in as soon
here was water.
ou can get in at half-flood?—Yes.
Half-flood would have been about 11, would it
or rather earlier, 10.30; did you go to sleep
le she was lying off?—I laid down a little.
aptain *Hunter.*] You might have lost the run
ne tide?—I had no watch.
Ir. *Cumberland.*] Did you consider the ship
stripped from what you saw when you were
oard?—The sails were all gone.
he *Inspector.*] Did you yourself bring any-
g from the "North"?—No.
here was nothing to bring?—No; there was
as much if a man cut his finger as to wrap a
e of rag round it.

Mr. *Cumberland.*] And you brought nothing away yourself?—Only my own things. *J. Miller.* 17 May 1867.

The *Inspector.*] That is yourself and what you stood up in?—Yes.

Mr. *Cumberland.*] And you did not see any of the other men belonging to Broadstairs bring anything?—No; there was only three of us.

The *Inspector.*] Did you know any of the boats that were there?—No; there were some boats there, but they were coming away as we went there.

Where did they head towards?—They were heading towards the land, the same as we did.

Were they Broadstairs boats?—No.

Or Ramsgate boats?—There were only three boats there.

Mr. *Cumberland.*] Do you know Deal boats when you see them?—The boats all round the coast are so much alike.

Did you see these boats get to the shore?—No; it was getting dusk.

Captain *Hunter.*] Do you know whether the ship had a topgallant forecastle?—I never went to see that. I went to the fore part and saw the decks were open when I was there.

WILLIAM STEVENSON, sworn; Examined by the *Inspector.*

ARE you one of the crew of the "Buffalo "?—Yes.
Do you remember her going out to the wreck
he "North" on the 30th of August?—The
, I think.
Did you go on the Thursday, the first day
was wrecked?—No; the Friday.
What time did you leave Broadstairs on the
day morning?—About 5.30.
What time did you get down to the "North"?
bout 9 or 10.
Had you to beat against wind and tide?—
; there was no wind at all; we rowed part of
way.
Captain *Hunter.*] It was a moderate day
gether?—Yes; in fact we rowed the lugger
et there.
he *Inspector.*] How far off from the "North"
the lugger lie to?—As near as it is to that
mboat; within a cable's length of her.
Did you and some of the other hands go on
rd her?—Yes, I went aboard.
nd who else?—Four more.
When you got to the ship, were there any
er boats there?—There were three or four
l boats of some sort.
Were there not more than that?—I did not
ce them.
What were they doing?—Lying alongside.
Had they got much in them, and where were
men?—They were aboard the vessel, and one
wo in each boat looking after it.
t that time could you see the sheathing?—

aptain *Hunter.*] There was too much water?
t was all off.
he *Inspector.*] How much of the ship was out
ne water then?—I dare say the weather side
er six, or seven, or eight feet, I should think.
aptain *Hunter.*] You mean of the sheathing?
es.
he *Inspector.*] Six, seven, or eight feet is
er indefinite; can you fix it at a little nearer
that?—It might be eight in the after part,
9.

and the fore part I could not see because the bow was driven right down. *W. Stevenson.*

When you got on board, what did you do?—Went to look to see if there was anything to get.

And was there anything to get?—Nothing worth having.

Did you go into the captain's cabin?—Yes.

Was there anything to be had there?—Nothing there but these drawers; we got them out.

Did you take those drawers then when you first went on board?—Yes.

Where did you put them?—Put them into a small boat, and ferried them to the great one.

Did you see Captain Russell?—He had just left in the steamboat.

You had not spoken to him then?—No.

Captain *Hunter.*] That was not by Captain Russell's directions?—No; Captain Russell was not there.

The *Inspector.*] After that?—Then we went to work with the rice.

And you got about 50 bags into the lugger?—Between 50 and 60.

How long did that take you?—I dare say we were three or four hours about it.

By that time did Captain Russell come out again?—Captain Russell came back and knocked us off, and would not let us get any more.

Was there a little disturbance on board?—Yes, there was a few words, because they would not let them take the cargo.

How many were there on board before Captain Russell came, you and four others of your crew, and how many others?—I dare say there might be 20 more.

Had any more boats come from the coast excepting the three or four that you saw?—Some of the small boats came afterwards.

Galley punts?—Yes.

Do you remember how many of them were there?—I cannot say how many; there were two or three.

Not more?—No.

W. Stevenson.
17 May 1867.

Could you see whether any of the boats that were at the wreck when you first got there were laden with metal?—No; I never saw any metal, not enough to make a penny-piece.

Captain Russell ordered you off, and what did you do then?—We were to either knock off work, or be shut in along with the diver that came from Dover.

And did you go in with the diver that came from Dover?—Yes; Captain Russell ordered the boat alongside to put it into the lugger, and we had two or three blocks and bits of sail and the chests, and he said we might have them.

Did you show him the chests?—Yes.

Were they lying open in the lugger?—Yes.

And he said you might have them?—Yes.

When you took them in the morning, were the drawers open?—Yes.

Could you see whether the drawers had been forced open or not?—Some of them had no locks on them, some had a brass hinge or two on them, but the locks were forced off.

Did you think that had been done recently or not, or was it as if they had been forced open during the voyage, and not locked again?—I cannot say that.

A fracture in the wood shows whether it is new or old?—I dare say they were broken for the sake of the locks, but I cannot say that they were.

Did you see any clothes lying about the cabins?—Not a thing.

Did you go into the cabins?—Yes.

Did you see any sails?—No, none but the sail we cut off.

Was that the mainyard?—Yes, a piece of the mainsail.

Was that the only thing flying?—Yes.

Captain *Hunter.*] You carried that away?——We cut that away, and then put it on board the lighter by Captain Russell's orders.

The *Inspector.*] How much did you cut away?—Twenty or 30 yards I dare say.

How wide?—I mean in the piece altogether.

Captain *Hunter.*] The breadth of canvas he means?—Yes, there was a very little piece hanging.

Was it the long head that was hanging?—No, it was a piece of the foot.

The *Inspector.*] When you got back to Broadstairs, did you stay all night?—Yes.

What time did you get back to Broadstairs next day?—About four o'clock Saturday afternoon.

Who searched you when you got back?—I do not know which of them it was.

Then the only thing you had from the "North" was a wooden secretaire?—That wa all; a chest of drawers you might call them.

Mr. *Cumberland.*] You say you think abou eight feet of the sheathing had been taken off?— Yes.

Which side was that?—From where she ha been sheathed down to the water.

Which side of the ship was that?—On th starboard side.

Were you lying on the starboard side?—No we went round to the port side: she was lowe in the water the port side.

Did you notice whether any of the sheathin had been removed from the port side?—Yes, i was off both sides.

And how great a depth of sheathing, do yo suppose, had been removed from the port side?— I cannot say; it was not so high on the port side on the lee bow it was well down altogether.

Can you give us any idea at all within foot; you say about eight feet on the starboar side?—I suppose there was not much difference the port side or the starboard side, aft, becaus she was nearly level; she broke, and her bo fell.

Captain *Hunter.*] She twisted a little?— Yes.

Mr. *Cumberland.*] Do you consider as much a eight feet had been removed from the port side —Yes, aft the after port of her was.

When you say the after port, do you mean th main chains aft?—Before the main chains; sh broke by the main hatchway, between the mai hatchway and the carpenter's house.

Then this copper had been stripped off fro the part commencing before the main chains?— Yes.

Would that be about midway between the mai chains and the fore chains, or would it be nea the fore chains?—Yes, the fore chains.

Captain *Hunter.*] Rather more than half th length of the ship?—Yes.

Mr. *Cumberland.*] And that was the same o the starboard side, was it; the distance I mean —Yes, about the same distance.

Then on each side of the ship, from the par commencing near the fore chains, the sheathin had been removed to a depth of about eight feet —Yes, both sides.

Mr. *Edwards.*] Had not the vessel a list t port?—Yes, the fore part of her.

Did you see the boat called the "Mornin Star," of Ramsgate, when you were there on th Friday?—She was outside the sand, and her boa was at the "Wellington" tug, but I did not notic whether she came to the "North," or not; I di not notice that.

HENRY WREN, sworn; Examined by the *Inspector.*

H. Wren.

ARE you one of the crew of the "Florence Nightingale"?—Yes.

Do you remember where she was on Thursday, the 30th of August?—In the harbour.

Were you on board her during that day?—No.

Did she ever go out of the harbour that day?—No.

How long before that had she been out of the harbour?—Before that time; I think we began cleaning up somewhere the 10th or 12th of the month.

Of July?—Yes, July, to clean her up.

How long did it take to clean her up?—It was three weeks, or very handy to a month fro that day, and she laid at the moorings waitin for the painter to finish her off.

Thirtieth of August?—Yes; then we wer ordered out to the inner moorings, where w swung her round, and there lie until the ship wa there. I had been off in the boat that morning and I came in; then I went there to the boa back again to finish my work, and there we con tinued until they said the ship was ashore; w went up, and hauled her round to go, but she di not go, and she never went out of the harbour and from that time, for over a month, she neve went out of the harbour at all.

JAMI

JAMES BEER, sworn; Examined by the *Inspector*.

J. Beer.

17 May 1867.

ARE you one of the crew of the "Buffalo al"?—Yes.

Did you go out with her on the 30th August, e first day of the wreck?—Not the first day; e second, the 31st.

Do you remember what time you got there?—bout 9.30 to 10.

How many boats were there round the wreck that time?—There might be five or six, or six seven.

What sort of boats were they; luggers or lley punts?—Punts, most of them; I think ere was one cot; a small lugger, that is.

Did you and Stevenson go on board?—Yes.

And some other men besides?—Yes, there ere five of us.

Did you take some furniture out of the captain's bin?—Yes.

What did you do with it?—Put it in the punt, d put it on board the lugger.

Did you go with it yourself?—No, I stopped board the ship.

The men in the punt took it to the lugger?—es.

Could you tell us at that time how much of the eathing was off?—I should say, from seven to ght feet.

On the starboard side?—Yes.

Was it off over the whole way?—No; she was ne down forward.

There was less gone forward than aft?—Yes.

Did you go to the port side?—We were before, t did not stop long enough to take any notice it.

Did you know anything about the sheathing on e port side?—No.

You cut the sail down?—I did, a piece of it.

Yourself?—Yes.

Did you cut it off the yard?—Yes; the top-ast was gone.

Captain *Hunter*.] Was it the topmast or the p-gallant mast?—The topmast was gone the econd day. I do not think the topmast was gone e first day.

Do you think the top-gallant mast went the first ay, and the topmast the second?—Yes.

The *Inspector*.] Were you there the first day?—Yes.

Did you see the wreck that day?—Yes; I was in the Downs.

Where were you in the Downs?—We went to supply a brig with an anchor and chain.

Where was she lying?—Abreast of Deal.

Did you go on board this brig?—Yes.

How long did you stay there?—Not a great while; until we got the anchor and chain up; then we came home.

What time of the day was it?—About three or four o'clock in the day we got home.

While out, did you see any boats going from the land towards the ship?—No.

Did you see any boats coming back?—I did not notice that.

What boat did you go in from Broadstairs?—We went out in the lifeboat from Broadstairs, and then we had a lugger from here, the "Princess Mary."

Who does the "Princess Mary" belong to?—Mr. Beauchamp.

She did not go to the "North"?—No; he came up to the pier here, in the harbour.

Could you see, when you looked at the wreck on the Thursday, how many boats there were about her then?—No, I could not see that then.

You were too far off?—Yes.

But could you see whether the masts were standing?—Yes; but I could not notice whether the top-gallant mast was gone, but I knew the main topmast was gone the next day.

Captain *Hunter*.] Did that hinder you from cutting the mainsail?—No.

Did you go into the cabin?—Yes.

And found it ransacked?—Yes. I do not believe there was enough there, if you had cut your finger, to put on it. I did not see a bit of anything there.

Did you go forward?—Yes; and there was nothing lying about there, only an old chest.

Did the people live in the top-gallant forecastle or the lower forecastle?—It was a top-gallant forecastle.

Upon a level with the poop?—Yes; only she was gone down so much by the head; there was more water there than there was aft.

GEORGE READ, sworn; Examined by the *Inspector*.

G. Read.

WHAT is your rank in the Navy?—I am Chief fficer of the Second Class.

What would that answer to in ancient days?—wear the uniform of a second master.

And you are in command of the coast-guard at eal?—I am.

How long have you been in command;—I took ommand of the station on the 18th of August.

So that on the 30th of August you had only een there about a fortnight?—That is all.

Had you been in the coast-guard service before? have been 26 years in the Navy altogether.

Had you been on this part of the coast?—I was ive years at Dover before I went to Lancashire.

Then you went to Lancashire, and came from ancashire back here?—Yes.

How far does your district extend; from Walmer up to where?—From the centre of Deal Castle, on the south, to Sandown-terrace.

Is that south of Sandown Castle?—Yes.

What is the distance?—The distance is 1,631 yards.

How many men have you for that station; what is your full complement of men?—I have myself, two chief boatmen, five commissioned boatmen, and six boatmen.

That is 13 altogether?—Yes.

How do you divide this district, as far as beats go?—We have three watchmen on in the day; they go on in the forenoon and are relieved at noon by another three.

What time do they go on?—They go on according to the time of the year; sometimes later and sometimes sooner, and they are relieved at half-past twelve.

By three others?—Yes.

Who stay on how long?—They stay on until the night patrol is relieved.

That is about eight o'clock?—That is according to the time of the year.

G. Read.
17 May 1867.

Do you relieve at sundown?—Yes, that is the time.

How do these three watchmen divide the 1,631 yards between them?—It is equally divided between the three; each man has so many stages.

How many stages are there altogether in your district?—There are 23 stages.

The stages are run up on the beach?—Yes.

And there are blocks of houses between the stages?—There are at high water.

What interval is there between the water itself and the wall that runs along?—In some places it is 10 to 15 yards, more or less.

At high water?—In some places.

Does not it, in some places, come right up?—In some places it comes right up; some will stand further back than others.

Can a watchman, standing at Sandown-terrace, on the beat, see all the stages that he has to command?—By standing at the watch-house, where he regularly keeps his watch, he has got command of the whole of the foreshore.

There is a watch-house at Sandown?—No; the watch-house is at my house at North End, at the station proper.

That is about the middle?—That is about the middle, for his beat, as near as possible.

Is there a north beat, a middle beat, and a south beat?—Yes.

One man takes the north end, one man takes the middle, and another takes the south?—Yes.

The man who takes the north beat, where would he stand, supposing he had to watch the whole of the night; where would be the place where he could overlook it?—Right abreast of my window, the watch-house.

Where would the middle man be?—At the old pier.

And the man at the south?—The other man would be standing on the new pier, and he could walk out to the end of the pier, and see the whole of the station.

If he happens to be in the street he cannot see very far?—He is not supposed to be in the street.

Supposing by any accident he was?—There is no accident about it. He must keep his beat where he commands a view of the whole; they have to pass through Beach-street to get to certain boats at the openings.

On this morning of the 30th of August, how many men had you got on duty?—There were six.

There was yourself?—Yes.

And both your chief boatmen?—Yes.

How many of your commissioned boatmen?—I cannot exactly tell now how many there were without the journal.

And you have not got the journal?—I have not got the journal.

And you cannot tell, of course, how many of the boatmen?—I could tell; there were four men, the two chief boatmen and myself, and there were three, another called out extra.

Were there not four men excused because they were at gun drill?—There were.

Were they commissioned boatmen, or boatmen?—Some commissioned, and some boatmen.

Do you know the names of the men who were excused for having been at gun drill?—Some went during the time the "North" was on, and others came home.

I want you to confine your attention to the 30th August more than any other?—On 30th August, Thomas Berry.

Was he a commissioned boatman?—Yes, he was a commissioned boatman.

Who else?—Robert Read.

Was he a commissioned boatman?—Yes; Michael Corry was on too, a commissioned boatman; and John Flynn was on too, a boatman; I can hardly tell whether Young was on the night of the 30th, because there may be a watch during the day, and without the journal I could not tell. They may be watchmen until 8 o'clock, and then come on the next morning.

He went on duty till half-past 12, he says, and remained until 8?—I have no account of the time; you would get the statement from them of the time they went on duty. I have no record of the time they went on and went off. The only thing I know is, the guard were properly manned by the men, and when there were any extra boats a man was called out.

Who was called out as extra man that day?—Phillips was one, and I do not know whether Morris was not the chief boatman, and there might be another; I do not recollect.

Were any men reported to you early on that day drunk?—Which day?

The 30th of August?—No.

When was a man first reported to you after that time as drunk?—I found him myself at one o'clock in the morning.

What day was that?—That might be the morning of the 3rd. I could not tell without my journal.

Where is your journal?—It is in London at the Coast-guard Office. I can give you the record about the man being found drunk in the morning.

Was that the first man you had reported drunk to you after you came there?—It was.

And the first man you had reason to believe was drunk?—I had only been there 14 days, so that I could not actually call the men by name in the dark.

And you did not know the names of the luggers, or even of the stages belonging to them?—No, nor yet the stages or the men, not then.

I suppose since that you have learnt them thoroughly; you know where each lugger goes to, and its proper stage?—Yes, I can miss a boat off directly now. When I miss a boat off I ask the man who is on guard, "When did that boat leave her stage?" he says such a time, because they have to pass the word one to the other, such a boat off; she left at such a time; she has gone "north," or "south," for their own guidance.

Who had preceded you in command of Deal?—Mr. Tierney; he has gone to Whitehaven.

Had he been long at Deal?—I think he had been there something like 18 months.

Of your men, are there many that have been there a long time?—Yes, my chief boatman has been there this 15 or 16 years.

What is your chief boatman's name?—John Bossence.

Have the other men been there periods of much the same length?—Some vary.

Mr. *Cumberland.*] John Morris, the chief boatman?—He has been off and on; he was a boatman at the station, and is thoroughly acquainted with the station.

The *Inspector.*] And thoroughly acquainted with the people as well?—Yes, and George Young is thoroughly acquainted, and Michael Carey

arey has been some little time, and so has erry.

At that time were the men living in lodgings the town, or in a barrack?—They were living quarters found by Government altogether.

How long had they been living there in quarrs?—I should say they had been there these 10 12 years; the house was built by Mr. Denn, d I believe the Government took a lease of it r some years.

Can you tell us who was on duty during the ght of the 29th and the morning of the 30th?—cannot tell you without the journal, because ere would be some watchmen; and I might put a atchman with the patrol; but the men will be le to tell you yourself; it is some time back, and could not call them by name at that time.

You cannot tell us?—No; they will be able to ll you who they relieved, and when they went on.

When did you first hear of the wreck of the North"?—I was informed of it the morning of e 30th.

About what time?—About 5.30; something out that time.

Did you take a look at her with the glass?—es; Carey, a commissioned boatman, came and ported her to me on the Sunday, and he went d rung the lifeboat bell on purpose to warn the fe-boatmen to assemble; he went that way, and turned out and took a telescope to see the contion the ship was in, and so on.

And she was lying with her head to the south, d a fresh breeze was blowing, and a pretty od sea on?—Yes.

Captain *Hunter.*] Were all her masts standing en?—Everything was standing then.

Main topgallant mast?—Main top-gallant mast, saw that go afterwards.

The *Inspector.*] Can you tell what time that ent?—I should say that went about 8 o'clock, s near as I could guess.

In the morning?—Yes; I was looking with a lass, and I put it down, and looked about to see the luggers were going off; and then I looked d saw the main top-gallant mast had gone.

Was it in consequence of this that you got up?—No; I am about all night looking after the men.

You do not stay up all night?—No; I get up t one or two o'clock; they do not know when I et up.

Captain *Hunter.*] You happened to be up that orning?—I was up, but I was not down stairs; was not in bed; I had been out.

The *Inspector.*] Of your own knowledge, can ou say what boats went off from Deal to the reck that day?—No, I cannot; I was only 14 ays at that station.

Do you happen to remember the "Reform" gger went off?—I do.

And the North End lifeboat?—Yes.

What time did the North End lifeboat go off?—About seven or eight o'clock; no, about six 'clock.

Did you see her come back?—I did.

She had a stage of her own?—She has.

Did she come back to that stage?—She must ome to that station, because there is no other lace to heave her up; the boat-house is there.

Who is the captain of the lifeboat?—The coxwain of the lifeboat is Wilds; he keeps a public ouse.

Where is she kept?—She is kept in the boatouse.

How far up in North End is that; is it outside the town?—Yes; that would be just 350 yards to the north of Sandown-terrace.

C. Read. 17 May 1867.

There is a place called Mill marked on the map?—It is about 30 or 40 yards from the mill. The mill stands a little to the rear of it.

Did you observe the "North" during that day?—Yes; I had a glass looking backwards and forwards all the day.

Could you see her enough to know whether there were any boats round her during the day of the 30th?—No, I could not see her; it was rather rough.

Did you see the "Reform" lugger come back?—I saw the crew after they landed with some of the "North's" crew, and the "Wellington's" crew; I went to the "Fountain" with the mate of the "North."

Had the "Wellington" gone off from Deal?—No; she was a tug that was plying about. She went, I believe, from the statement I got from the master of the "North," to see if there was any one on board, to save life. I believe she was the first in the Downs in the morning that went to the "North," but she got into grief, and sunk close to her; the master of the "North" and his crew were picked up by the "Reform" lugger in their boat.

Do you happen to remember whether walking across the beach, or Beach-street, you missed any boats from their stages that day?—I was not acquainted with them.

Are there stages for the galley punts?—The principal stages are for the big boats, and then a galley punt may come, and there is a leading block that connects it with the capstan so as to heave her up.

Captain *Hunter.*] Alongside the other?—Yes.

The *Inspector.*] They cannot get a lugger up without using the capstan?—No.

Can they beach a galley punt?—Yes; any one can be beached.

Then I suppose they could be landed by a punt from a lugger if she was lying off?—Yes.

Do you remember the next day several boats went off to the wreck?—They did.

Did you see them go yourself?—I saw them going backwards and forwards, but I could not tell whether they were all Deal boats.

Can you tell whether any one of them or more went more than once to the wreck?—I cannot say.

Do you remember when you saw the first one come back?—I cannot exactly recollect that, because I was with my chief boatman backwards and forwards, looking about to see that the men were on the alert. Of course if I had seen anything landed and no man there, I should have gone.

When did you first receive communication from any of your boatmen that things were brought back from the "North?"—I think it must have been the morning of the 31st.

Do you remember who it was came and told you?—I think I must have seen it myself. I was walking about the whole time backwards and forwards.

Do you remember the hawser being landed?—Yes.

When was that?—The hawser was landed on the 31st. Berry, Morris, and Young were there.

Captain *Hunter.*] That was Friday?—Yes.

The *Inspector.*] Are you quite sure about that?—The 31st; I see it is here.

Mr. *Cumberland.*] Look at these memoran-

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dums in your own handwriting, and that will refresh your memory (*handing a paper to the Witness*)?—Part of the large hawser on the 8th; then there is a whole hawser too.

The *Inspector.*] On the 8th September you say something was brought?—Yes; it is a piece of old bass hawser which was received the Saturday night and put into his store. The Sunday intervened; he made a mistake about the date.

Was there any explanation given why that was not delivered before?—It was delivered and was in store, but it being Sunday, he went to church and took no notice of it.

That only makes a difference between the 9th and the 11th; was there any excuse given for the hawser not being returned before the 8th?—There was never anything landed but what it was immediately sent to the receiver's store; it must be Mr. Hight's book in which he made the mistake.

Your people took possession of it as soon as they saw it?—Yes.

But did the person who brought the hawser ashore give any information as to how, seven days after the wreck, they brought it on shore?—They are never asked questions where they get it from.

Mr. *Cumberland.*] That is the fact?—No further than this, they say it is wreck, and they have brought it; that they voluuteer themselves, and then we take charge of it; we know it does not belong to their boat's gear; we know the men, they are so accustomed to search the boat, they would know a bit of strange rope or a strange block in a moment.

The *Inspector.*] Supposing they got other things from a ship in the Downs, would the boats be searched then?—Yes.

Supposing a boatman said, "I got this from such a ship in the Downs," what would be the proper duty of the coast-guard man then?—He would have to report it to the receiver.

The man is receiver of wreck, not receiver of all property?—They are not allowed to bring such things ashore. In many cases they purchase rope in the Downs; they purchase provisions, and bring back rope as part payment.

What do you do then?—We let it go, because it is generally worthless.

It would depend on the fact, whether it was worthless or no, whether it was let go?—Yes.

If it was a long piece of rope or was new, you would not let it go, though it was brought from a ship in the Downs?—No, we should not take their word for it.

Mr. *Cumberland.*] We must know distinctly from Mr. Reed, with reference to the hawser, because it was acknowledged to come from the "North," and we want some explanation as to why, it being admitted that it came from the "North," it was not delivered before the 8th September?—This piece of hawser that you are alluding to now, if I remember rightly, was a piece of bass hawser that was picked up off the sands with some old iron and different things that they got after the hull of the ship was broken on the sand.

Were not some other things delivered at the same time as the hawser?—Yes, there were the wire stays and the half a length of a chain cable, but they might have come from the "Wellington."

It is down in the statement of things supposed to have come from the "North"?—Yes, a piece of chain cable.

Your explanation is that these things must have been obtained at a subsequent period?—I do not know that.

Was any question asked of the person who brought it?—Not that I am aware of, but Young will tell you; he was there. I went down to him, and he said, "I have a piece of hawser here the boat brought ashore; I do not like to leave it because," he says, "I cannot tell whether it will go away." I said, "Very well, go to Mr. Hight and tell him." I believe it was the Saturday night that Mr. Hight's men came with the cart, and Young will be able to tell you that, because I left him in charge of the hawser.

Captain *Hunter.*] Do you know when the new hawser came?—The new hawser came on the 31st; there are three hawsers.

The *Inspector.*] On the 30th, it says, 75 fathoms 12-inch hemp cable?—I do not see how that came on the 30th, but the men will be able to tell you, because the 30th there was a rough sea on.

But not a rough sea enough to prevent people getting on board the "North"?—Yes, they did get on, and they might have come the evening of the 30th. I see Thomas Berry, commissioned boatman, was at the landing the 30th August from the "Albion," and a hawser and a piece of bass rope.

Can you remember when you were first induced to put on extra hands; the 30th, did you order them until the evening?—In the evening I remember Phillips——

During the night of the 30th or the 31st?—The night of the 30th I think Phillips had come off leave, and had just gone to bed for his night duty, and I had him roused to go and attend to these boats; I remember that particularly, and others might have done the same, because I gave the order to the chief boatman to have extra hands out, and call those that were most likely not to be wanted for a night's duty; and although they are all more or less wanted for the morning duty or the night, they do not escape 24 hours, because of the relief.

Supposing one of your men is on duty at a stage searching a vessel, might not a punt from a lugger lying off land, without his knowing anything about it?—I should say not, if he was searching a boat and saw the punt landing.

But might it not land without his seeing it, because, as far as I remember the stages, they are so arranged that if you are searching you cannot see right or left of you?—The men always make it a practice as soon as a boat is on the beach to jump in, and while they are heaving up they are searching. He would be looking about; he would have his eyes every where; he ought to, in fact.

He cannot have his eyes in the back of his head, looking to various places, when he is looking for things in the boat itself?—There is no excuse for a boat landing and his not seeing it.

I do not mean a lugger or a galley punt; may not a small boat put off from a lugger from Deal, and land things out of it while the coast-guard man is engaged searching the lugger up at the stage?—It would be his duty as he is slewing round, and saw the boat landing; he would jump out and go to the boat, and after he had searched that boat he would return to the lugger.

Mr. *Cumberland.*] Then, in the interval, something might be removed from the lugger?—In that case he must do his duty in the best way he can. He must do his duty, and be as smart as he can.

Captain *Hunter.*] Were there many boats landing

ng the evening of the 30th?—I was boxing backwards and forwards, and being a stranger at the time, I could not tell; there were many boats that might not have been to the wreck at all; they might have been in the Downs.

It was a time you might expect a good deal doing on?—Yes, it was.

Mr. *Cumberland.*] Mr. Hight has made a statement that several boats brought things the night of the 30th; the "Albion," the "Renown," and the "Cosmopolite," all brought things on shore that were delivered to him that day?—Yes, the "Renown" brought three sails on the 30th, and the "Albion," Thomas Berry, was here; she brought a hawser and a bass rope. These are the dates that the men, as far as they can recollect, give.

The *Inspector.*] You know Mr. Foster's store?—Quite well.

Has he got his name painted up as a marine-store dealer over it?—Yes, he has.

Is it in conspicuous letters?—Yes.

So that anybody can see it?—Yes.

Was it at that time?—I will not say; he has now.

Had he then?—I cannot say; but my men will be able to tell you.

Captain *Hunter.*] You yourself did not observe it?—I knew there was a store there, but I did not know the name.

The *Inspector.*] How far from the beach proper is the door of his store?—The distance is 65 yards.

You have had it measured?—Yes.

Are there any houses between his store and the beach?—There are some wooden storehouses.

Are there any places between those wooden houses at which a boat can run up?—No; because the houses are far above high-water mark; then there is a roadway between, and then there is Foster's store.

Do you mean by the roadway, Beach-street?—Yes.

So that they would have to land on the beach opposite the wooden houses, and cross Beach-street before they get into Foster's store?—Yes.

Can you tell me, from what you know now of the stages, what boats are near Foster's store?—I can hardly say now.

Do you know a man of the name of George Erridge?—Yes; he is a bumboat man.

Has he got a boat?—He has a boat which goes off bumboating.

Do you know the name of it?—I do not; it is a small boat.

Do you know where his boat lies?—Right abreast of Foster's store.

What is a bumboat; what class of boat is it?—She would be about a 20-foot boat.

With lug sails?—Yes.

Would she be hauled up on a stage like a lugger?—Yes, they would have to heave her up.

Do you remember at all, on that 30th August, what quantity of shipping there was in the Downs?—There were a great many.

Would your boatmen have searched Erridge's bumboat every time it was hauled up?—They would, indeed; he is just the very man.

You have a suspicion of him?—Trucking about, he is the very man we would search; because he would be bartering for little trifles that we should make a little seizure of, and get prize-money by it.

Suppose he brought some canvas in bits and old rope to the shore, would your men have stopped him?—No; without they thought it belonged to the wreck of the "North." If they considered they could identify it as wreck of the "North," they would stop it the same as any other man.

If Erridge told them he got it from some ship for provisions in the Downs, they would not stop it?—No; there are some tons of that landed since. I have kept a rough account of that, and I have ordered, whenever Erridge has landed, and other parties in that way, to report the quality of rope and the quantity of stuff, and so on.

Can you give me the names of the persons who do truck in that way?—I cannot exactly tell you; the men will be able to tell you.

Has Erridge got a boat called the "Caxton"?—Not that I am aware of; there are so many little boats that go off and on; sometimes they go in their own, and sometimes they go in others.

That makes it difficult to look after them all?—Yes.

Mr. *Cumberland.*] Had you any men away absent from your station on gun drill at that time?—There were four; there were nine left at home.

And how many men had you on duty during Thursday?—There would be the three watchmen.

Tell me how many there were?—The three watchmen, and on the Thursday, when those extra men would be called out with the chief boatman, that would make three more; that is six when the bulk of the boats were landed. The night patrol, you must bear in mind, went out as four; the force would be four then.

I thought you said six just now?—The extra men would make it more.

And how many men were on duty on Friday?—In the day-watch?

Yes?—There would be always three on.

Were any extra men employed by you on Friday during the day?—Not that I am aware of; I cannot remember; there might have been; I cannot say, because I was strange. I was boxing about, and my chief boatman, who knew the men better than I did then, is a very intelligent man; he knows every man, and can call every man by name.

Do you, or not, know anything about it?—No, I do not.

How many boats landed on Deal beach from the "North" on Thursday, the 30th August?—I go by the men's statement. I say you will be able to get that from them: on the 30th I have only got the "Renown," that is the only one.

The "Albion," have you got that?—Yes, the "Albion" I have here.

And the "Brave Nelson"?—I have not got the "Brave Nelson" here at all.

The "Cosmopolite"?—No, I have not got that; these are Walmer boats.

How many boats landed on the next day, the 31st, Friday, from the wreck of the "North"?—I have got 17 here.

At what period of the day did those 17 boats land; in the morning?—I cannot exactly tell you now; I have no record of it.

But they did land all on that day?—They did; the "Early Morn" and the "Globe."

I do not want the names; but did they land at different times, or did some of them come together?—One or two came together; I did not see them all land, because I was going backwards and forwards on the beach.

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Did you consider that you had, looking at the peculiar circumstances which were taking place at that time, a sufficient force of men to protect the interests of the owners of this ship?—I did.

The *Inspector.*] Had you not seen Captain Hudson that day, the 30th?—I cannot remember that I did.

Had he not given you particular instructions directing you to put on extra force in consequence of the wreck of the "North"?—I cannot remember that he did; he might have done so at the time; if I had met him in Beach-street, he would have given me a verbal order, no doubt, but I do not remember it.

Captain *Hunter.*] You did not specially communicate with each other about the wreck?—No; of course the Captain was at Walmer, and could see it as well as me; he knew all that was going on.

Mr. *Cumberland.*] Then you had no special directions on the subject?—Not that I am aware of.

Did you put yourself in communication with the receiver of wreck with reference to these articles that were landed from the "North"?—I did; I did not know much about him; I went to his store.

Did he give you any instructions in consequence of the communication you made to him?—No, I did not require any from him.

Do not you know it is the duty of the receiver of wreck personally to attend on the beach, and to give instructions to the coastguard officers when a wreck takes place, with a view to the protection of the articles saved from the wreck, and generally to protect the interests of the owners and of the crew?—It is the duty of the receiver, ever since I have been in the service, to be at his stores to receive what is sent to his stores by the coastguard.

The *Inspector.*] He takes no personal superintendence of what comes on shore until it reaches his store?—No; and, by the Merchant Shipping Act, I have the power over him, and he is not to interfere with me in the execution of my duty, as he is a civilian.

Mr. *Cumberland.*] Do not you know, under the Merchant Shipping Act, the authority of the receiver of wreck is paramount on the beach; that he takes the command of all persons present?—That might be; still he would not take the command of me when I was there.

The *Inspector.*] Mr. Cumberland means he would give you directions which you yourself would communicate to the men?—Yes.

Mr. *Cumberland.*] Do not you know it would be your duty, in a case of that kind, if the Receiver of Wreck gives you certain instructions, with a view to the preservation of property saved from a wreck, would it not be your duty to obey those instructions?—Certainly.

Did the receiver of wreck on this occasion give you any instructions with reference to this?—None whatever.

At any time?—Not any time.

The *Inspector.*] Do you remember what sort of weather it was during the Thursday; whether it was hazy and thick?—It was thick.

And thickish during the night?—Yes, as I remember.

Mr. *Edwards.*] Have you ever received any directions from the receiver of wreck?—Never.

Mr. *Cumberland.*] Were you satisfied with the conduct of your men on this occasion?—During those nights I heard no complaints, and I never saw anything improper.

The *Inspector.*] Did you hear anything about a chronometer being lost when the crew came ashore?—I heard a rumour that it was lost, and was found very shortly afterwards.

Were no complaints made to you by any of the crew?—None.

Did you hear the crew had lost clothes at the time?—I did not hear any complaint; I went there when they were wet.

Did you go to Captain Knott with them?—No, I went to the "Fountain;" I gave the mate half-a-crown to get something to drink.

Was that the large room where the clothes were dried?—Yes.

You saw them after they were on shore?—Yes.

Did you see whether many of them had bags with them?—No, I did not.

Captain *Hunter.*] Did the sailors look pretty well covered?—About the general run of merchant sailors.

Nothing extra?—Nothing extra; as soon as they get their best suits on their chests are pretty well empty.

Had they their best suits on?—Middling clad.

The *Inspector.*] The mate was not middling clad?—His clothes would look miserable and out of order, and so on, from being wet through.

Did you see a man called George Morris, the joiner?—I did not know George Morris.

Did you see one with nothing on except his shirt and a pair of moleskin trousers?—I saw some of them very badly clad; but, to tell you the truth, there was the "Wellington" and the "North's" men mixed together, so that when I met them in the street I could not tell one from the other.

Had the "Reform" brought the "Wellington's" men as well as the "North's"?—Yes.

Was it within your knowledge they were supplied with clothes?—Yes.

The *Inspector.*] Are there many pawnbrokers in Deal?—I have nothing to do with them; I know the marine-store dealers.

How many are there; Foster and Riley?—Yes.

And who else?—Those are the only two I know; I do not know any other; my duty is at the front of the sea.

Do you know a man called James Arnold, who lives at Walmer?—I know a man by that name; but I could not call him by name, for I do not know the Walmer men.

Has Foster's store got one entrance into Beach-street, and has it got a back door into the street behind?—Not that I am aware of.

Have not plenty of houses in Beach-street an entrance into Beach-street and into the street behind?—Yes, they might have; I do not know; I have never been in any of the houses.

The majority of them are public-houses?—They are.

And not, I suppose, of the best character?—I do not know; I have nothing to complain of.

Do not you find your men get in occasionally, and get a glass of a rough night?—If I find them it is a bad job, that is all.

Has it been a bad job for any of them lately?—No; I do my duty, and I expect they will do theirs.

Mr. *Cumberland.*] You say you were satisfied with the conduct of your men on the occasion; I believe you are aware a certain number of things have

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ave been delivered to the receiver of wreck hich form a very small portion of the things that ere taken from the "North"?—Yes.

Can you explain at all how it happens that all hese other things are missing?—That I do not now, for I could not prove what was in the North."

The *Inspector.*] We have had certain things roved undoubtedly to have been in the "North" t the time she was wrecked, and they were taken way by six or seven o'clock on the Thursday; ould your men do this; would they search the erson of persons coming on shore?—They ought o, if they look bulky.

Supposing it was at night, they might easily ass by a man with a couple of suits of clothes n, might they not?—There is a possibility of hat; but if he had got a couple of pounds of obacco sticking out, and he looked anywise umpy ——

Their eyes are sharp for tobacco?—Yes; and nything else. I have got some very good men t the station, very active and intelligent men here.

Do you remember a Portuguese schooner being wrecked just afterwards?—Yes.

Can you at all fix the day when she came on he beach?—She was not on my station.

She was on the first battery?—Yes; it was No. 1 battery.

That is the adjoining station?—Yes; that would be under Mr. Pitman; he had charge of er, in fact.

Are there any boats that land at No. 1 and No. 2 batteries?—No, none; there are no stages; if hey were to land in a rough sea, they would be nocked all to pieces.

Could they land small boats on the beach there f they were lying off?—Yes; according to the tate of the weather.

You went, I think, with Captain Hudson, to ook at these various sales?—Yes.

And you have seen the report he has made; is t correct as far as you know?—Yes.

Do you remember whether the main-topgallant ail that was at the receiver of wreck's was a new ail or an old one?—I think it was about half worn; there are scarcely any new sails at all.

Was there any mizen-staysail there at all?—Yes; I think we set that down as a mizen-stay ail.

There is no mizen-staysail down?—They are down there.

The main-royal, was that an old sail, or comparatively new?—They were all half new.

Were there some of them more than half worn?—Much more.

The clerk of the owner has proved to us that there were 13 new sails put on board her on her voyage, and out of those it seems that a great many of them have been brought to the receiver of wreck; that is, where there are two main-top-gallant sails, one has been brought back; I want to know whether the sails you saw were what you would imagine had been one voyage or more than one voyage?—I should say some had been two or three voyages.

What was the cross-jack?—That was much worn, but a better sail than the rest.

The fore-top sail?—That was about half worn. I should say there are lots of pieces, and you cannot tell whether they are four or more. I should say those pieces are more likely to be the main-top sail, because they are cut, and the top-mast going over the side, took the main-top sail with it, and all the rest of the gear.

Captain *Hunter.*] As a rule, they shift?—I do not know what they do in merchant service.

The *Inspector.*] Was there a main-royal-stay-sail?—I do not know; there was a main-topmast-staysail, and a mizen-topsail, and there is a main royal.

But a main-royal-staysail?—I do not see it.

And none of the studding sails were there?—Yes, the top-mast studding sail and one lower studding sail.

But no topgallant studding sail nor royals?—No.

Nor fore-top?—No.

The mizen-staysail, he says, was only set at the Cape, and only for a fortnight, and was as good as new; then I may take it that these accounts rendered by Captain Hudson, are correct?—Yes.

[A short adjournment took place.

I understand you wish to explain something?—I think I made a mistake in saying that the 30th, the extra hand was out, it was the 31st that the bulk of the boats came ashore, and that was the time I required the extra hands and they were called out.

Do I understand the extra hands were not put on until the night of the 31st?—During the day, when the bulk of the boats came.

They did not come back until half-past seven or eight the Friday night?—That would be the time.

So that, in point of fact, on the 30th there would be no extra hands on at all?—No.

CHARLES WILLIAM FORRESTER, sworn; Examined by the *Inspector.*

C. W. Forrester.

You are a Detective Officer?—I am a Private Detective.

Whose office are you attached to?—My father's.

Were you sent down to Deal in the month of September last to make some inquiries about the plunder of the ship "North"?—I was.

Who sent you down?—Mr. Harper.

What instructions did you receive from Mr. Harper?—I was told to go down and endeavour to trace certain property that was missing from the ship "North" that was wrecked.

Did he give you a list of what property was missing?—He did.

Have you got that list?—I returned it to him.

Can you remember any of the contents of that list?—Ship's hawsers, sails, a great quantity of copper sheathing, a great many stores, and the running gear.

Did you know what running gear was?—I was told afterwards; I did not know at the time.

Did he give you any instructions about ship's instruments, or books, or clothes, or anything of that sort?—A chronometer, and a barometer, and a sympiesometer, that was all, and some sailors' clothes.

When did you come down to Deal?—On the 6th September last.

What did you do first; where did you go to make inquiries; did you go to the superintendent of police at Deal?—I did.

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What did you say to him about it? I ask you to be particular in what you are going to say now.—I told him for what I was sent there, and I asked him if he would kindly render me his assistance to find out what I was sent for.

Did you tell him the particular things you were sent to inquire about?—Yes.

Did you suggest to him how he could assist you?—No; I rather wished him to put me in the way.

What did he do; did he put you in the way?—I told him that I was instructed to go round to the marine store shops principally, and I asked him the names of some of them, or most of them, which he gave me.

Do you remember what names he gave you;—The names of Riley, Inkpen, Harrison; and I think those were the only ones he gave me.

Did he mention the name of Foster to you?—Not at all; I never heard the name until I saw it in the paper.

On receiving those names, did you go to the marine stores?—I did not go to them all.

Did you go to any of them?—Yes.

Which ones did you go to?—To Inkpen.

Where is Inkpen's?—In Middle-street.

What is Inkpen besides being a marine-store dealer; is he some trade?—He is principally a marine-store dealer.

Has he got his name painted outside the door?—That I cannot say.

Did you ask for his books?—No.

You had no power?—I had no power; I was obliged to use a little discretion about the matter.

What did you do?—I asked him if he had bought any such articles as were enumerated upon the list, and I called them over.

Had you a list with you?—Yes.

And did you read him the list?—Yes.

What was the answer?—He said, No.

Could you get any information from Inkpen as to whether he had any of the things?—I did not.

Did you ask whether you might look at any of his things?—I did not.

Did you go into his shop?—I did.

What was there there?—As a marine-store dealer's.

Marine-store dealers vary in different places; in one place he has very little rope, and very little canvas, and a great many other things; what did he have in his store; had he got rope and canvas?—I did not notice any.

Was it a small shop or a large one?—It is rather a large one.

What part of Middle-street is it in; do you know the Coast Guard Station in Beach-street?—Yes.

Mr. *Mercer.*] Do you know St. George's chapel?—I do not.

Is it far from the town-hall?—It is not a great way from there.

The *Inspector.*] Can you tell whether it was nearly opposite the old pier?—I do not know.

Mr. *Mercer.*] Is it nearly opposite where the Royal Hotel is?—Yes; it is in that position.

The *Inspector.*] Having found nothing at Inkpen's, did you go to Harrison's?—I did.

Where is Harrison's?—That is very near.

And in the same street?—Yes.

Mr. *Mercer.*] Are you sure you are right in the word "Harrison?"—He is a pipemaker, and a marine-store dealer.

Where does he live?—In Middle-street.

The *Inspector.*] Was this place you went to in Lower-street or in Middle-street?—In Middle-street.

Mr. *Mercer.*] Harrison's is not there?—No.

The *Inspector.*] Did you find anything there?—Yes.

What did you find there?—I asked him if he had bought any such things as are enumerated in the list, and he said, "Yes, I bought some copper;" and I said, "How much?" and he produced it. There were nine pounds and a half. He bought it for copper; he gave 6*d.* a pound for it. There were about 40 lbs. of lead pipe there, for which he gave 1½*d.* per pound. I asked him whom he had it of, and he gave me a name.

Did you make any inquiries about the man whose name he mentioned?—I did not.

Did you find out where he lived?—I knew where he could be found. He could be found at any time. I will tell you the reason that I did not.

I should like to know the reason?—Because at that time I thought it might lead to something else, and I communicated what I then knew to Mr. Harper.

And did Mr. Harper instruct you not to pursue the inquiry any further?—He said not to disturb it at that time, because it might lead to something else; and I then wished Mr. Harper to send some one down to take the responsibility of anything that might occur.

How long did this take you, this inquiry, altogether; you say you were down on the 6th, and Mr. Brett did not come down until the 29th?—I think I went up on the 21st or the 22nd. I came to London in the meantime, and came back again.

Did you not see Superintendent Parker as soon as you got there?—Yes.

Or did you make some inquiry first of all?—I think I saw him the next day, the 7th.

Did he give you the names of those men, Riley, Inkpen, and Harrison?—Yes.

Did you go to Riley's at all?—No.

Why did you not go there?—Because I had a reason for not going into the shop.

What was the reason?—Some places I did not go in, but I was watching the places.

The wreck was on the 30th August; what was the use of watching the places on the 7th September?—I cannot tell you what might have happened, but so it was.

Then you did not go to Riley's?—No.

But you watched it?—Yes.

Did you get any information in Deal with regard to marine store-dealers?—No.

Did you not find out that Foster was a marine-store dealer?—I never heard his name until I saw the account in the newspaper, after I finished what I had to do.

Was this all you did; go to Inkpen's, Harrison's, and watch Riley's?—When Captain Simpson came on the 16th, I placed myself entirely under his direction. I went to Dover Canterbury, and such places.

Did anybody suggest to you to go to any of the pawnbrokers in Deal?—Yes; I went to one pawnbroker's—I think there is only one—Weldon's.

Did you make any inquiries whether there were any other shops?—At the one pawnbroker's that was the only one I could ascertain anything about.

Di

Did you ask to see Weldon's, the pawnoker's, books?—They were ready to give me y information.

Did you look at their books?—I did not look their books. My impression is they were ry straightforward.

Did you inquire about the clothes?—Certainly; ey had not taken any.

Did you inquire about books?—No.

Captain *Hunter.*] Quadrants and sextants?—es.

And they had taken nothing in?—Nothing.

Mr. *Cumberland.*] But you did not inspect eir books?—I did not look at their books. ey looked down their books in my presence, t I did not look over them. I was one side e counter and they the other. I think they re very straightforward people.

The *Inspector.*] What word did you use; l you say "take in," or "buy," or both?—obably both.

A pawnbroker is not bound to put down what buys?—They had never seen such things in eir possession, or had such things come to em.

Is there anything else you can tell us about is?—I think not. I do not know anything that an tell you.

Did you make any inquiry about the way in ich they came ashore at Deal; did you hear ything about the searching of the boats or anying of that sort by the coast-guard?—When ptain Simpson was investigating and asking e men questions I heard that.

Did you go about to the various small public-uses while you were there?—I did.

Did you hear anything that led you to believe operty of the "North" had been brought on ore at Deal?—I heard in the public-house, e subject of the "North" was brought up. A rson sitting there, said, "Ah, some of them ve had a pretty good haul out of it." He said, I could have had some paint, but I would not ve anything to do with it." I said, after the rsons had left the room, "I supposed they ked you about the paint, because I presume u are in that line." He said, "Something of e sort." "Well, but," I said, "however could ey get it on shore"?

Mr. *Mercer.*] You mean literally paint?—Kegs paint.

What line did you think him in?—I presumed was a builder, plumber, or painter, or someing of that sort. I said, "Where would they ep it, or would they hide it away."

The *Inspector.*] How would they get it on ore?—Yes; how would they get it on shore? e said, "They have got it all right; they have t it stowed away."

He did not tell you how they got it ashore?—o, he said, "That is all right; they have got it owed away."

Was that all you said?—Yes.

Did you take any trouble to look after the an?—Yes.

Can you give me his name?—Yes.

You went out of the room with him?—There ere two other persons in the room. They went t, and then I put some more questions to him.

What was the name of the public-house?—The Swan," in Queen-street.

Was the "Swan" a place the boatmen came ?—No.

Did you go to any place where the boatmen came?—Yes, there is a house near the "Swan;" I cannot remember the sign of it now.

C. W. Forrester.

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Did you ever hear the boatmen talk about this business too?—No.

Were there many boatmen present, as a rule, when you went in?—In the house?

Yes?—Three or four, or perhaps six at times.

You were a stranger; used they to stop talking when you came in?—No, because the subject was not respecting this.

The subject was not mentioned?—No, not casually.

Did you ever speak to any of them yourself?—Yes.

Give us the name of any one you spoke to?—I do not know the name; it was casually; I put questions to them respecting the "North."

Did you ever get any information from them about the "North"?—No, not such as would lead to anything. It was only casual conversation.

Mr. *Cumberland.*] Nothing that you considered would lead to any useful result?—No.

The *Inspector.*] I should like to know if you did get any information from them; I will ask a plain question: did you ask any of them anything about the way their boats were searched when they came ashore?—No.

Then you received no information from them on that point?—In the course of conversation I said, "I understand there are a great many things missing." I said, "How was it possible that those things could be got away? I understand there are large sails," and many other things that I mentioned. They said it was all nonsense, the things were lost at sea.

They did not admit that those things had ever come ashore at all?—They did not.

Mr. *Cumberland.*] Did any of the men, at any time, to whom you spoke, admit any other things had come from the "North"?—Certainly not; they never admitted anything of the sort.

Captain *Hunter.*] Did Mr. Parker seem willing to assist you in the investigation?—Quite so.

The *Inspector.*] Did you go to him again?—I saw him several times.

Did he mention the name of Foster?—No, he did not. I never heard the name until I saw it in the paper at the time Mr. Brett was there.

Did he say he could not act with you, because he said you did not come from the metropolitan police?—He did not.

Did you happen to know that there was an objection to acting with you by some of the county police on that ground?—I told him if anything was found out we should be quite prepared for some one to take the responsibility of it.

You are not under the metropolitan police at all?—Not at all; quite private. The detectives under the police have warrants, but no private person.

Did you go to Sandwich and Canterbury with Captain Simpson?—Yes.

Did you go to the pawnbrokers there?—The instructions were given to the police there to do it.

Did you go to Whitstable or Margate?—Yes.

Did you go to the pawnbrokers there or to the marine-store dealers?—No; the instructions were given by Captain Simpson to the superintendent of police there.

Did you go to Broadstairs?—No.

Did you come here?—Yes.

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Did you act at all yourself?—I was with Captain Simpson at that time, and I went to the superintendent of police there with him (Mr. Levick).

Mr. *Cumberland.*] Did you, in the course of the communications with the superintendent of police at Deal, receive every assistance from him in furthering the object you had in view?—Every assistance.

Did you place youself in communication at all with the receiver of wreck at Deal, an officer who, you know, is appointed by the Government for the express purpose of seeing to these matters?—I went there with Captain Simpson to see him, not before he came there.

Did you get any assistance from him?—He seemed quite willing to render every assistance.

You had no reason to complain of the receiver of wreck with regard to his conduct with reference to this matter?—No, I have not.

Mr. *Mercer.*] You were in communication with Mr. Parker from time to time?—Yes.

And did you tell him what you were doing from time to time?—Yes.

And he told you what he was doing from time to time?—Yes.

The *Inspector.*] What did Mr. Parker tell you he was doing?—If anything came under his attention he told me.

Mr. *Mercer.*] Do you remember Mr. Parker telling you one morning about the mast coming ashore?—Yes.

And going and showing it to you?—Yes.

Did you go and see him just before you went away?—I think I saw him the day before.

Did you tell him when you were going away?—Yes.

That you had made every inquiry?—Yes.

And you had found nothing?—Nothing more than what I have already stated.

That you did not believe there was anything more?—I told him I did not think from my own impression that such a large quantity of things could have been brought on shore without somebody's knowledge, that is the larger portion, but that is only my own idea. I am not quite up to that sort of thing on the coast.

Mr. *Cumberland.*] Your own impression at the time?—Yes.

Mr. *Mercer.*] Is that impression altered now?—Not at all.

The *Inspector.*] Do you think all these things were lost at sea?—I do not know where they were lost, only it was a remarkable thing for me that such a bulk should be brought on shore.

Mr. *Mercer.*] You have been in the habit of going about searching there?—Yes.

As a detective officer did you think it possible or likely such a large number of things as stated to you could have been in Deal without some trace or means of getting at them, that they could not baffle you at Deal?—I scarcely know how to answer that question.

Your experience, as a detective officer, is that you generally find out things?—We do generally.

Are you baffled ever?—Often times.

Captain *Hunter.*] Have you had any experience of such things as this on the coast?—I have not; it was only perhaps a surmise of mine.

It appeared to you to be impossible?—That is my impression.

Mr. *Cumberland.*] I suppose you received every assistance from the officers of the coastguard at Deal?—Yes.

You have no complaint to make against them?—Not at all.

The Inspector.] Did they ever mention to you the name of Foster?—Never; I never heard of it.

Captain *Hunter.*] Did you ever ask him for the name of the marine-store dealers?—No.

The Inspector.] Did you ever hear anything about some pigs and geese that came ashore?—Yes.

Did you take any trouble to find out where they had gone to?—Yes.

Did you find out where they had gone to?—I went with Mr. Reed in search of the pigs, and the woman seemed quite frightened.

Who was the woman?—Mrs. Goldsack.

Did you find the pigs?—No.

JOHN MORRIS, sworn; Examined by the *Inspector.*

J. Morris.

How long have you been a Coast Guard Officer?—Ten years and six months.

Where have you been stationed during that time?—At North-end.

All in this district?—Yes, all in this district.

How long at North-end?—The last time two years and six months.

Have you been at North-end before?—Yes.

How long?—Five years.

Where were you in the intermediate time?—At St. Margaret's Bay, and No. 1 Battery.

You are the chief boatman now?—Yes.

When were you appointed chief boatman?—Last January two years.

I want to know who was on duty on the night of the 29th August, that is the Wednesday?—I cannot say; I was one that was out.

But you were not on duty in the proper sense of the word; you were not a patrol man?—No.

You had to visit the patrol?—Yes.

Who was the patrol that night?—I do not know.

What time were they relieved?—Four o'clock in the morning.

Who relieved them?—I cannot say.

When did you go off duty that night?—Four o'clock in the morning.

Who relieved you?—I was visiting the patrol at the time.

Does not any chief boatman come on to relieve?—He does not relieve me; he comes out at all hours, the same as I do.

You went off, and did not come back until when?—Until half-past 12 on the Thursday.

Did you happen to know all the boats, and the stages of the boats at Deal?—Yes.

When you came out at half-past 12 on the Thursday, did you observe what boats were absent from their stages?—I knew there were some; but I could not tell which they were.

How many were there?—I cannot say; the watch told me there were some.

Who was the watchman?—I do not know.

Did you walk up the whole of Beach-street?—I was on my guard all the afternoon of Thursday.

You were at the watch-house?—Yes.

When did you first know the "North" was wrecked?—Half-past 12 was the first I saw of her.

When did you know of it?—I heard one of the men

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hen say there was a vessel on the Goodwin at alf-past 10.

Were you up there?—Yes, and I went to the North" at half-past 12, and stopped there till ight in the evening.

Were you out?—I went backwards and for- ards.

In Beach-street?—Yes, and in to my own eals.

How long were you in for your meals?—bout half-an-hour.

For each meal?—Only for tea.

What time did you go in for that?—Four 'clock.

Stayed until half-past four?—Yes.

Did you observe whether many boats were off he stages or not?—I do not think there were any off.

Were there half-a-dozen?—I cannot say to be ure.

Would you miss the galley punts as well as he luggers?—Yes, if I went to the extreme of ny guard, I should miss them all.

You did not go to the extreme?—I went seve- al times backwards and forwards.

At that time had you instructions from Mr. Reed to exercise any particular care in conse- uence of the wreck?—I cannot remember that had.

Did you see Mr. Reed at half-past 12?—I annot say I did, but I am not certain.

Do you remember, or do you not, whether any particular instructions were given you to be nore than usually watchful and careful during hat day?—I cannot say I did during that day, ut the next day.

I do not want the next day—Then I cannot emember.

When did you go off duty?—About 8 o'clock.

When did you come on duty again?—Four 'clock in the morning I was called out.

Who sent for you?—The watchman called me ut.

Who was the watchman that called you out?—I cannot remember. I know the occasion I as called out for.

What were you called out for?—A boat had come on shore with some wrecked goods; that was the morning of the 31st.

Had not some goods come in before that?—Not that I knew of at this time. You cannot tell who relieves you, or who comes backwards and forwards in 24 hours. It is impossible to keep those things in your head.

Captain *Hunter.*] I suppose, for anything you know, there might have been 20 galley punts and luggers away from the beach on the Thursday?—I do not think there were as many as that.

You do not know how many?—No; I only know if they come to the beach, it is my duty to assist the watchmen to overhaul them.

But you do know how many that happened with?—No; if it was such a thing as yesterday, one might know. I can tell all the boats that come on shore from the wreck, or that I had to do with.

The *Inspector.*] You searched them; but I want to know the boats that were off that you did not search?—If they came to the beach, they must have been searched.

The first boat that you know anything about is a boat that came on shore the morning of the 31st?—Yes; because I knew people had wrecked goods in her.

Whom did you relieve at four o'clock on the morning of the 31st?—I was called out at four in the morning.

As an extra?—No; I do not know whether I took the extra guard, or whether I relieved the man. I find I relieved the yard watchman that morning. The journal will tell. Of course, no man can tell now whom he relieved, or who relieved him. If you go along the beach, and a boat is off, you see it is gone.

Captain *Hunter.*] That is what we want to know?—But you cannot keep it in your head so long as this.

The *Inspector.*] There was an inquiry made about this matter, and one would think you would have kept it in your head?—Well, I cannot tell without the journal.

[Adjourned.

Ramsgate.—18th May 1867.

MINUTES of EVIDENCE taken before *Montague Bere*, Esq. (Inspector), and Captai *Hunter* (Nautical Assessor), appointed to inquire into the Circumstances connected wit the Wreck of the Ship "NORTH."

[From the shorthand notes of Messrs. *Cherer* and *Bennett*.]

ELEVENTH DAY.

Mr. JOHN CUTLER, sworn; Examined by the *Inspector*.

Mr. *J. Cutler.*

18 May 1867.

IN August last were you Receiver of Wreck at Ramsgate?—I was.

Were you Receiver of Wreck for Ramsgate only?—No; Ramsgate, Margate, Broadstairs, and Whitstable. I was deputy serjeant of the Cinque Ports.

In your capacity as deputy serjeant of the Cinque Ports you used to perform the duty of receiver of wreck, did you not?—Yes.

Do you remember the wreck of the "North"?—Yes; I saw the vessel as I passed by the back of the Goodwin Sands on the Monday.

That was the 3rd September?—Yes.

How near did you get to her?—Within about a mile; I was returning from Belgium.

Was she under the sand?—No; she was there with her foremast standing, and mainmast standing; the maintopmast down, and the mizentop-gallant sail flying away. That first took my attention as to the sails; the mizentop-gallant sail looked like a flag, and on approaching it I found it was a ship ashore.

Was it the whole of the sail?—Only a part of it.

Was there any other piece of sail about the ship?—Only flying; the foremast was hanging, with the backstays cut away.

Which side was it hanging over?—It appeared to be hanging over the starboard.

Was it high water or low water when you saw her?—I think it must be about half tide.

Then you cannot tell how much she was out of the sand?—She was a long way out of the sand; she looked high and bold; she was then under the lee of the land. I was surprised to see nothing doing, and no boats near her.

I think you had some goods brought to your office which came from her?—Yes, there were some trifling things; a little copper and some furniture.

Do you remember who brought the copper in?—I do not; a Broadstairs man, I think. My assistant can give better information about that, because he took them in.

Then, I believe, these were afterwards sold?—Yes; Captain Russell was written to about them, and my assistant supposed he had the management of it.

Did you have any interview with Captain Simpson when he was down here?—Yes, he called on me once or twice.

Did he ask you to give him information abou the character of the different towns upon th coast?—We had some desultory conversatio about the matter; he called on me as much a an old private friend as anything else, and w had general conversation on the matter.

How long have you been deputy serjeant o the Cinque Ports?—About 40 years. I had th Essex coast under me some time, a part of it until the Merchant Shipping Act was passed.

And you know the word that is used for thei dealings with vessels, "hobbling"?—Yes.

Where, in your judgment, is most hobblin carried on in places under your jurisdiction?— Margate and Broadstairs.

Is there not a good deal done at Whitstable —That is more in the diving way; they have number of vessels fitted with the diving apparatu there.

Broadstairs and Margate are the two places a which you think most is done in that way?— Yes.

Is there a custom at these ports similar t what we understand to be at Deal; for instance boats going off with provisions to ships in th Downs, and being paid with rope?—I do no know; I have nothing to do with it.

You have no knowledge about that?—I dare say they do get rope, and anything they can ge hold of, in exchange, and the cook sells th slush.

What is your experience with regard t wrecks; have you had large quantities of wrec brought in?—I used formerly, when there was ship on shore, to get the cutter and go off imme diately, or go off with the first lot of boats tha get there sufficient to do the work. I used t authorise them to act, and keep other boat away.

You thought that part of your duty?—I thought that part of my duty.

And did you find that your presence ther prevented a good deal of plunder that migh otherwise take place?—Yes, I got the men t work together.

And knowing you were there, they took th things to you?—I did not remain there all th time; I left the cutter, and I always found th coast-guard very ready to give me a cutter; tha was the first thing I applied for. As soon as saw a wreck on the sands, I applied for a cutte an

and I always found the commander would give me a cutter.

Have you known much ship's metal brought in at one time?—Yes, frequently in wrecks they have brought in metal.

Can you call to mind any particular instance of a ship of 1,200 tons being wrecked, and metal being brought in to you?—No; it is generally brought in in small quantities; if there is no cargo they get it; that is left to the last; the metal is more difficult to get; it is got in small quantities.

The metal, according to the evidence we have had in this case, seems to be very easy to get?—That depends on how the ship lies.

She was only in four feet water at low tide?—Her side was very bold when I saw her.

Captain *Hunter.*] Did you see any copper on her then?—No, she was too far off.

The *Inspector.*] You saw her port side?—I saw her port side.

However, you do not remember any instance of metal being brought to you from a big ship?—I have had metal brought in.

But you do not remember the quantity?—No.

Captain *Hunter.*] Nothing like half of the copper that would be on her?—No; because there is the flat of the bottom; they would not get at that.

Mr. *Cumberland.*] Was any copper delivered to you as having been brought from the "North"?—Yes, a small quantity.

The *Inspector.*] Four or five pounds, I think?—I do not recollect; it was sold in the first sale, and the proceeds handed over to my successor, Mr. Heatly.

Mr. *Cumberland.*] Had you any reason to suppose that any goods had been brought from the "North" that had not been delivered to you?—None whatever. I do not think, from what I heard, that any Ramsgate boats were out; there was a Broadstairs boat or two, but I do not think any Ramsgate boats were out. They do not go to sea so much as the Broadstairs boats.

Had you a lugger belonging to Ramsgate called the "Morning Star"?—Yes. Mr. *J. Cutler.*

Do you know she was there?—I was not at home at the time; I was in Belgium. 18 May 1867.

The *Inspector.*] Who is the person who can give us information whether Ramsgate boats were out or not?—I should think the Customs; it is not my duty to see what boats go out; the coast-guard might be able to tell you. It is out of the Ramsgate beat to get to a wreck; the Deal boats are sure to get there first.

What distance is it, 10 miles?—The South Sands-end light is eight miles from here.

Captain *Hunter.*] As far as your knowledge goes, if the Deal boats get on board first would they allow others to go there?—If there was no cutter there. When my cutter went out it was told by Lloyd's Salvage Association that she was not wanted.

I want to know if the Deal boats had first charge, having got on board the derelict, whether they would allow it?—They could not well keep them off; but if the cutter had been there, my plan is not to allow any other boats to go there, if there is a sufficient number to get her off. I see what is necessary, and I do not allow others to come. When they form a party of a half-a-dozen boats they work together, and one looks after the other; one boat would not run away with anything because the others were looking on. I used to find that the best plan, but the agents came from London and interfered, and having employed what boats they pleased, some Whitstable boats, that caused dissatisfaction, and I found it no use to interfere any further. I have not been out to a wreck since the Merchant Shipping Act has passed, because I have not been supported.

The *Inspector.*] Did the Merchant Shipping Act make an alteration in your duties?—It did to a great extent; one was made more of a machine; I had no discretionary power, and therefore I had no interest in it.

HENRY WILLIAM WHITE, sworn; Examined by the *Inspector.*

ARE you Chief Clerk in Lloyd's agency at Deal?—Clerk in charge for Lloyd's. *H. W. White.*

Were you clerk in charge in August last?—No, Captain Knott was there.

But you were under him?—Yes.

And did you keep a book?—Yes.

Can you tell us either from your own recollection, or from any documents that are in your possession, how much was spent upon the crew of the "North," that were landed at Deal, to furnish them with clothes?—No, I do not think I can exactly say that.

Have you not any books?—No, the Shipwrecked Fishermen's Marine Society found that gratuitously.

Were you present when the crew were brought to Lloyd's?—Shortly afterwards.

Did you examine the state in which their clothes were?—I recollect they came on shore almost naked, and quite destitute.

Had any of them clothes with them, as far as you know?—In very bad condition, they could barely save their lives; I recollect that at the time.

Did you see any of them with bags of clothes?—No, I was there some time after they had been taken to the inn, the "Port Arms;" some of them were taken there.

You cannot form any idea as to what it took to fit them out, in order to give them clothes enough to travel to Liverpool; do you think every man had a suit?—Every man had something, the best part of a suit, but I believe there was a voluntary subscription raised by one or two gentlemen that were visitors, something like 5*l.* or 6*l.*; and I think somewhere about 3*l.* or 4*l.* the Shipwrecked Fishermen's Society expended as well, making nearly 10*l.* to provide them with what was necessary.

Did 10*l.* fit them out?—They went away very comfortable.

With what they had and what they were supplied with?—Yes.

Do the Shipwrecked Mariners' Society keep clothes in stock?—No; we generally go to slop-sellers at Deal.

Can you get them pretty cheap there?—Very reasonable, not expensive, nothing to excess, everything very moderate.

Captain *Hunter.*] Do you know whether any of them had more than the suit of clothes that they stood in?—No.

H. W. White.

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You do not know?—I know they did not; certainly not.

Mr. *Edwards.*] Might not the clothes have been sent to a public-house?—I think not; which clothes do you mean?

The clothes they brought on shore?—They came on shore with all they had on them, I think.

Were not some sent to the "Deal Castle" inn, and dried there?—I never heard of it at all; I should think 8 *l.* was the whole expense and cost for new clothes.

Mr. *Cumberland*]. There were only 14 landed at Deal altogether?—Yes, that is all, 14 or 15. Captain Knott had the principal part of the business, and there were one or two interviews with Captain Simpson afterwards, and I am really not the proper person to summon.

The *Inspector.*] As far as you know, they did not land with clothes?—No, I do not recollect there was much; they were glad enough to save their lives.

Two or three of them had bags?—They might have had bags; I recollect going out to breakfast, and when I came back the boat landed which was considered to have saved the crew; I believe they were considered in danger at the time.

Do you know of the practice which it is alleged exists at Deal, of boatmen going out with provisions to the ships and being paid by the masters and mates of the ship by rope and old stores, and things of that sort?—No, I know the practice of what is called bumming; they generally sell provisions and get cash for them, that is all I know about the matter.

Did you ever happen to know of stores being given in lieu of cash?—No: as Lloyd's agent it would have to be reported to us.

It would be kept out of your knowledge if it was done?—Yes.

Captain *Hunter.*] Do not you know the marine-store dealers there get a considerable portion of rope?—They get it by hook or by crook, there is no doubt about that; I believe our people that we have there are very straightforward, for they make inquiries of what they get, where it is, and where it comes from, and they are bound by law to make an entry.

Mr. *Cumberland.*] You are not aware that any report has ever been made to Lloyd's in London, with regard to this alleged system?—Of trading with provisions, and receiving sails and ropes instead?

Yes?—No.

No report has been made on the subject?—Never.

Have you ever made any inquiry as to the existence of that practice at Deal?—No, I have never had occasion to do so. I recollect a case that was considered something similar to this wreckage eight or nine years ago, before I was in the employ of Lloyd's. A ship was supposed to have her lead stripped while lying on the ground; I forget her name now, the "A. B. Kemble," I think.

Where was she wrecked?—Off Deal.

On the Goodwin?—Yes.

Have you ever been in any of these marine-store dealers, yourself?—No, I have never had occasion to go.

The *Inspector.*] It is not part of your duty as Lloyd's agent, to make inquiries of what is likely to become of things from a wreck?—No, unless I have special instructions from headquarters to do so.

And did you receive any special instructions with regard to this particular wreck?—No, I only know Captain Knott had an interview with Captain Simpson and one or two other gentlemen connected with the Board of Trade, before he left for Falmouth.

JOHN SAMUEL TROTT, sworn; Examined by the *Inspector.*

J. S. Trott.

ARE you the Master of the lugger "Reform?"—I was.

You were in August last?—Yes.

What is her tonnage?—I think it is 15 tons old tonnage, but it is less the new tonnage.

What crew did you have with you?—We launched first with four, and then we took in six more afterwards, going out to the "North."

When did you first hear the "North" was wrecked?—I first saw her that morning at daybreak, before it was properly light, with the aid of a spy-glass.

Who told you of it?—I saw it myself.

Had you been up early?—Yes.

That was Thursday morning?—I cannot say whether it was Thursday or Friday; it was the very first morning.

What time did you start with your boat from Deal?—It was about four when I first called the boat's crew out, and I should think it would be very nearly an hour.

You got under weigh about five?—We launched about five.

Did you go direct to the "North"?—Ran direct to her at once.

How near did you get to her?—About as near as from here to that barque lying in the harbour; about a quarter of a mile, say.

When you got near, I suppose you found there was nobody on board?—Our eyes were fixed on the vessel, expecting to see some one, and we could see nobody; and one of the men forward said, "There is a boat coming towards us now." That was the steamboat's people, and we picked up their men.

You picked up the "Wellington" tug's crew?—Yes; eight men.

At the time you first saw the "North," do you remember what sails were set?—I cannot say now; I think she had a topsail set, blown all to pieces nearly.

Was the maintop-gallant sail set?—No, I think not; in fact I was about looking after the sails.

After you had rescued the crew of the "Wellington" tug, where did you go then?—We then saw a boat two miles from us outside the sands. We up with the foresail, and proceeded to them. Before we could get to them the Bremen brig picked them up.

How long were they on board the Bremen brig before you picked them up?—Not longer than I have been in this room. They had just time to hoist the boat up to the brig when I took them out of her.

And you took them out and brought them ashore?—Yes.

Were there 14 of them?—Yes; there were 14 belonging to the "North."

Do you remember how they were dressed, whether they all had a full suit of clothes on?—The best part had, except the chief mate, Mr. Baird.

Do you remember the joiner, Morris?—No; I do not recollect him. I know, after being in the boat some time, we supplied them with what spirits we had, and then the mate took from a sailor's bag a pair of trowsers which a sailor brought with him. They brought three or four bags of clothes with them when they came in our boat, and loose clothes as well.

You do not know the names of any of those who brought the clothes?—No.

What sized bags were they?—The usual bags that sailors have.

And were they full?—Yes; quite sure of that, because I saw them take them out of the bags, and put them on.

Did they put them on in your boat?—No, not very many. I only saw two or three of them; two I know did. One took a large flushing jacket out of a bag, a pilot coat it was; he put it on, and said he had better stick to that; it belonged to a Russian.

And he put it on?—Yes; he meant to keep that.

What sort of weather was it when you came back?—As much as we could carry a storm sail.

Did the clothes that were in the bag get wet?—I cannot say whether they did or did not.

They were taken out of the bag and put on; did you see whether they were wet?—They were dry when the man put the trowsers on; he had nothing but a pair of elastic drawers on when he put them on.

Captain *Hunter.*] He came out of his bed?—Yes.

He had not been on deck?—No; he said he had been called when the ship struck.

The *Inspector.*] When did you know the chronometer was there?—When I saw the mate take it in his hand.

And you brought them back to Deal and landed them?—Yes.

What did you do with your boat that day?—Hove her up, and never went off afterwards.

Not to the "North" at all?—No.

Where is your landing stage?—Right opposite the time ball at the south end.

Do you know what number of luggers hail from Deal?—No; I cannot tell without you sit down to inquire; then I might do it. There was too much sea at that time to get alongside the vessel. All the boats that could get there were the lifeboats; no other boats could get there.

Captain *Hunter.*] That was early in the morning?—Yes.

About five?—It was six when we got there; and that chronometer is the chronometer that Mr. Brett, the detective, and Captain Simpson, came and accused us of stealing.

J. S. Trott.
18 May 1867.

The *Inspector.*] What did you get for saving the lives of these people?—Nothing, except being called thieves.

You did get something?—I have not had anything yet, except from the Shipwrecked Fishermen's Mariners' Society, which all of us are members of.

Did they give you 5 *l.*?—They paid us 5 *l.*

What are you entitled to as salvage for life?—Whatever they please to give us.

There is a regular payment?—I never heard of it.

Mr. *Fox.*] What time did you land them at Deal, do you remember?—Somewhere between 11 and 12.

Captain *Hunter.*] You cannot tell at all how many Deal luggers and galley punts left the beach that day to go to the "North"?—No, that I cannot; only us and the "Leander," that first launched in the morning, the same as I did. There were two or three lifeboats, but no boats could get off until 11 o'clock; the water was too low.

A good many went there afterwards?—Yes.

But you do not know the number?—No.

Mr. *Edwards.*] How many boats are there at your stage?—Seven.

Did any of them go off to the "North" that day?—Yes; two of them.

The *Inspector.*] What were they?—The "Albion" and the "Renown," I believe; no other.

Mr. *Edwards.*] You would not know what boats went off from other stages, I suppose?—No, I never look after that. The "Leander" was off with us that morning, the galley "Leander."

Captain *Hunter.*] Did she remain after you?—No. She put six men on board our boat, and the other three came ashore. She would not stay longer.

The *Inspector.*] Where did she put the men on board your boat?—About a mile inside the Goodwin Sands.

And did she come back to Deal?—No; she went out to the steamer.

Mr. *Edwards.*] And then came back to Deal?—Yes.

The *Inspector.*] Did you see her come back?—Yes; after us.

Did she go out again that day?—No.

Did she go out the 31st?—No; I do not think she went out after that.

The next day, I want to know?—I do not recollect any going the next day, but I will not be positive.

What is the name of the master of the "Leander," is it Edward Trott?—George or Edward; I will not be certain.

He went out the Friday?—I do not know what other people did.

Mr. *Edwards.*] You know your own stage, and do not know anything about any other stage?—No, I do not.

Robert George Compton Wilds, sworn; Examined by the *Inspector.*

R. G. C. Wilds.

Are you the Coxswain of the Deal lifeboat?—Yes.

How many has she got in crew?—Fifteen.

And did you go out on the morning of Thursday, the 30th August, to the wreck of the "North"?—Yes.

What time did you leave Deal?—Something like half-past five, I think.

What time did you get to the "North"?—About half-past six, as near as I can judge. I will not say to 10 minutes, or a quarter of an hour.

R. G. C. Wilds.

18 May 1867.

There was no crew on board?—No.

What did you do there?—I found there was no crew aboard, and the ship must become a wreck, and we were afraid the mast would fall atop of us, and we got clear as soon as we could.

Did any of you go on board?—Two of my men went on board; I did not go myself.

What were their names?—Edward Foster and John Ashington.

Were they the only two on board?—The only two out of my boat.

Were there any other lifeboats?—The Walmer lifeboat, but we both arrived there together.

Did any men go on board her from the Walmer lifeboat?—I will not say whether there were one or two, but there was one, certainly.

Did you know what his name was?—I think his name was Sponder, or something like that.

How long did your men stay on board?—They both left together.

How long did your men stay on board?—Ten minutes; not more.

Did they try and go into the cabin, to see what was the state of things there?—I do not think they did. I think the chief thing was to find rope to hold the boats by; both boats were lying at the ship, and we were obliged to get rope at both ends.

Did they find rope on the ship?—Yes.

And did you bring those ropes back to Deal?—No; we let them go.

Captain *Hunter.*] I suppose she was all intact then, just as she had been left?—Just as she was left, we left her.

As she had been left by the crew?—Yes.

The *Inspector.*] Can you tell us at all what sails she had set then?—I do not think I could for certainty; because there are other things to look after. We are not particular about sails; we have other things to look after; but I think the foremast and foretop-sail, and the maintop-mast stay sail; for any other I could not say positively.

Captain *Hunter.*] There was nothing set above the topsail, you are pretty sure of that?—I will not be certain about that.

The *Inspector.*] Were all the masts standing?—Yes.

Did you go back to the "North" at any time?—Not after that; I never went near her.

And is that all you know about it?—That is all I know about it.

Captain *Hunter.*] Was the water beginning to fall when you left her?—The water had half ebbed and more.

Then she was high and dry?—Not high and dry.

She was out of the water?—Yes.

The *Inspector.*] Can you tell us how she was lying, was she twisted or quite straight?—She was lying with her head about south-west; she was set up fast. That was what made us in so great a hurry to put off, because the maintopmast looked likely to fall, and it did soon afterwards.

Was she hogged midships?—It appeared to me to be right under the mainmast.

Captain *Hunter.*] I suppose there was less water aft than forward?—There might have been more water both ends, apparently, from that.

Was the fore end up as well as the after?—Both ends were down.

Do you say the after end was lower than the midships?—Yes, and the fore end, too. That accounts for the mainmast forcing up. It was forced to that degree that the strain of the rigging was snapping the davits, and one or two of them came into the boat.

She was setting on a little bit of bank, midships?—Yes.

With more water each end?—Yes.

The evidence is, she set up abaft?—Afterwards; I believe she did go a little down, forward, afterwards; but the tide being there, she was forcing the mainmast up.

Would not that be effected by more water being forward; that the deep water was forward, and she broke midships?—Her stern was certainly in deeper water; she must have had the shallowest part of it under the midships, that I am certain of.

Mr. *Edwards.*] What state were the sails in that you saw?—They were full. I think the halyards were gone, one or two of them; but still the sail was full.

Had she got any list then?—No; I do not think there was any list then. I think she was quite upright then; the first time, if she had any list, it was very slight.

What time did you get back?—Between 11 and 12.

EDWARD INKPEN, sworn; Examined by the *Inspector.*

E. Inkpen.

WHAT are you?—A Marine Store dealer.

At Deal?—Yes.

Have you got your book with you?—Yes.

Is this book kept by yourself?—Yes.

How long have you been a marine-store dealer?—Three years.

Is your name painted outside?—Yes.

Who is the person Rammell, of whom you bought copper on the 20th September?—He works there.

What is he, a boatman?—No; he is a painter.

What copper was it you bought of him, do you remember?—Only scraps.

Do you know ship's metal when you see it?—Yes,

Was it ship's metal?—No.

Did you buy any rope or anything at that time of anybody?—A small quantity out of a collier.

Was that a collier lying in the Downs?—Yes, wind bound.

Did you buy it yourself from the collier, or was it brought to you by the boatman?—Brought ashore; I fetched it.

Do you remember what day that was?—No; it is there.

The ship "Rebeeca," September 26th, is that it?—Yes.

Had the captain come ashore and made an agreement with you about selling the rope?—The man came to me.

And told you the captain had rope to sell?—Yes.

And did you go off to the ship and see the rope?—No; I went up on to the wharf by the pier.

Where was the collier lying?—I do not know exactly; I did not see the vessel.

Who

Who went off on your behalf to the vessel to et it?—No one.

Did they bring it ashore in their own boat?—es.

You paid 1 *l.* 5 *s.* for it?—Yes.

What sort of rope was that?—It was mostly ry old.

What size rope, do you remember at all?—arious sizes.

You did not agree to give a price for it before ou saw it?—Yes, I did.

Captain *Hunter.*] What did you give for it?—en shillings a cwt.; some of it was Manilla; a nall quantity.

You cannot have given above 7 *s.* a cwt. for it?—I think there was some what they call shakings, at does not fetch much.

What did you do with it?—Took it to the ill.

What mill?—River.

Did you take it yourself with other rope?—es.

Do you remember how long afterwards?—I ept it some time; a fortnight perhaps.

Had you heard any suspicion of the loss of tores from the "North," before you took it to iver?—No, not before.

Did you know Thomas Foster?—Yes.

Did you not hear that his wagons had been earched?—I parted with it before that.

Then you must have taken it in less than a ortnight?—I think I went the same week as the North" was wrecked.

No, you did not buy it until the 26th Septemer, according to your book?—I cannot remember when I sold it; I know I kept it a short time. *E. Inkpen.* 18 May 1867.

Can you be quite sure you sold it before you heard of Foster's rope being suspected of coming from the "North"?—I cannot be certain.

Did you see the boat land from the ship "Rebecca" with the rope in it?—No, it was on the quay; he came about an hour before to inquire about it, and then came again for me to see it.

You suppose he went off to the ship again to get the rope?—I do not know.

Do you know whether that boat was searched?—That I cannot say.

Did you take the rope down to your stores along the pier?—Yes.

In a barrow, open?—Yes.

So that anybody could see you?—Yes.

Were you interfered with by the coast-guard men or policemen, or anybody else?—No.

Captain *Hunter.*] In the middle of the day?—About 11 in the morning.

The *Inspector.*] I see your business increased a good deal after September; there are a good many more entries after September than before; have you, at any time, bought any canvas?—No, I have not bought any canvas.

There is one entry of a small quantity of canvas?—That is a very small quantity.

Do you remember Mr. Forester calling upon you?—Yes.

And you gave him all the information you could on the subj ct?—Yes.

You offered to show him your books?—Yes.

And he did not look at them?—I do not think he asked to see them.

WILLIAM HARRISON, sworn; Examined by the *Inspector.*

WHERE do you live?—No. 103, Middle-street, Deal. *W. Harrison.*

What are you by trade?—A tobacco-pipe maker.

Do you deal in other things besides tobacco-pipes occasionally?—Yes.

Not as a regular marine-store dealer?—Not now.

Have you been a marine-store dealer?—For about a twelvemonth.

When did the twelvemonth end?—About a month after Christmas.

Last January?—Yes.

Have you got your books up to that time?—Yes.

Can you read and write?—No.

Who keeps your books for you?—My wife, and sometimes a little lad.

If your wife is out of the way, or the boy is not in?—One or other is always in.

Is it your own boy?—Yes; between 15 and 16 years old.

I see on the 6th September 1866, you bought 40 lbs. of lead, and 9½ lbs. of copper?—Yes.

Who brought that to you?—I know the young fellow by sight.

Is his name Bailey?—Yes.

Do you know what his Christian name is?—I did not know his Christian name exactly; he is commonly called Guts, but I believe his name is William.

Do you know where he lives?—Yes, in Middle-street; I do not know the number.

Near you?—About 100 yards.

Is he a boatman?—Yes.

Has he a boat of his own, or what boat does he belong to?—At that time that you are speaking about, he used to go in Ca trall's boat.

Do you know the name of it; is it the "Seamen's Hope"? I do not know exactly the name of the boat; I do not trouble myself about it.

Is it Frederick Casstrall's boat?—He keeps a public-house; it is the "Seamen's Hope."

He brought you the 40 lbs. of lead and 9½ lbs. of copper, and it did not turn out to be copper?—No, it did not.

What was it, Muntz's metal?—They call it sheathing.

Was it brought in sheets?—Little pieces.

Could you see whether there were any holes it in it that showed it had been fastened on to a ship?—There were nail holes in it.

Did you ask him where he got it from?—No.

You asked no questions?—He is a man between 20 and 30 years of age, and I know the man; and as soon as I bought it I paid the money. I put it down and entered his name; me and my wife were both in the shop.

What was the lead; was it lead piping?—A piece of piping, about the size of my arm round.

Four-inch pipe?—Yes.

And how long was it?—About two feet.

Did it seem to be recently cut?—No.

The edges were not sharp and bright?—No, dull.

You did not ask where that came from either?—No, I did not.

Did he come by himself?—No, he did not.

Who came with him?—The others I did not know.

W. Harrison.
18 May 1867.

Could you know them again?—I might, I cannot say I should know them again; I had not been in Deal so long myself as to know a great many people.

How long had you been in Deal?—Two years.

You bought some lead of Mr. Erridge; what Erridge was that?—That is the Erridge that used to keep the public-house.

Was that the bumboat-man?—I do not know.

Do you know his Christian name?—That I bought of Erridge, I bought of his daughter, a full grown-up woman.

Was that piping?—No, it was pewter.

On the 18th, you bought of a man called Offen, 7½ lbs. of lead?—Yes.

Who is Offen?—I do not know.

Was this all written at different times?—Yes; all written at different times.

Did you buy any rope about that time?—No.

Or canvas?—No; it was very little I bought.

In fact, you buy what is useful in tobacco-pipe making; is lead useful in that?—No; there is no use in that.

Captain *Hunter.*] You have not bought much copper?—I have never bought much of anything; what I have laid out in metal would not amount to 3*d.* a day; I do not suppose 1*d.* a day. There was a gentleman called and wanted to see what I bought; he came the next morning; he said he heard it the previous night. I told him what I had bought, and he said, "Let me look at your books," and I showed them to him. I called that copper, and he said, "No, it is not copper."

WILLIAM RILEY, sworn; Examined by the *Inspector.*

W. Riley.

WHAT are you?—A marine-store dealer.

Have you brought your book?—Yes; but it will not give you the account of the dates as far back as you want, because that book was full when the detective called, and I entered in another one a month or two afterwards.

And what has become of the other?—It is destroyed.

What made you destroy the book?—I was not aware there would be any occasion for it.

Do you generally destroy your books?—Yes; I do not keep any account of them.

Did you keep that book yourself?—Yes; me and my wife together.

This begins 14th October?—Yes; detective Brett and Mr. Stokes called, and inspected the books a month or so after.

In the month of October, did you sell Foster 30 cwt. and 14 lbs. of rope?—Yes, I believe I did; that was about it.

Where did you get that from?—I purchased it.

From whom?—From Mr. Erridge.

What Erridge is that?—He is a waterman at the North end.

A bumboat-man?—Yes.

When did you buy that?—I am not sure; I could not tell you.

How long before?—Some a week, some a month, some two months. I think I was two or three months collecting it.

I want to know from Erridge, how many times did you buy from him?—I am sure I could not tell you.

To whom did you generally sell rope?—Mr. Foster has had my rope for years.

When before this had you sold him rope last, how long before?—I expect it was three or four months.

Do you remember what it was you sold him then; what quantity?—No; I am sure I do not recollect that.

Was it European rope, or Manilla?—Most likely it might have been some of both.

Do you remember what he gave you for that per cwt?—Yes, he always gives me within a 1*s.* of what he gets at the mill; that would be about 10*s.* at that time.

Do you remember what he gave you for it at the earlier sales?—I think the price was about the same; I had sold very little for some time; now it is 1*s.* a ton more.

Can you remember whether it was as large a quantity as you had sold him in October?—He generally has a full load, when he has taken it from me.

How did he get it from you?—In a wagon.

One horse or two?—Always one horse.

Then the horse would carry about a ton, I suppose?—Yes, a ton, or 25 cwt. sometimes.

Did you ever sell him as small a quantity as 5 cwt. of rope?—I did sell him a small quantity at one time, because he took it to Sandwich.

Do you remember what that was, rope or Manilla?—It was hemp rope.

Did you ever sell him any Manilla, and nothing else?—I have sold him some Manilla when he went down to Dover, I think.

Do you mean on the 1st October?—No; I think it was on the 3rd he took that, some rope and some canvas; he made up a load from my store and his own.

You did sell a small quantity?—Yes, there was no great quantity; he made up the load from his own store.

I want to know when you sold him a large quantity of Manilla rope?—I never did sell him a large quantity.

Did you ever sell him as much as 5 cwt. of Manilla rope?—There might have been that, but I never had a load of Manilla in my life.

Do you remember selling him on 17th April 1865, 5 cwt. and 2 qrs. of Manilla?—I did once; I recollect he sold it to a man in Ramsgate here. I do not know the man.

What did he give you for it; do you remember?—I think about 6*s.* 6*d.* a cwt.

He only puts its down at 5*s.*?—I would not say.

Between that time when you sold him the Manilla rope and the 1st October, had you sold him the one ton of rope that you say he took away from your store?—I cannot call to mind as to being correct as to the date.

How often in the course of the year do you clear out your stores, every month, or two months, or three months, or what?—Four times a year, I think, would be about it.

About the quarter day would it be?—He generally has kept his rope back until he gets four or five tons himself, and during that time I might get a ton or something like that. He buys much larger than I do.

You must be a little more particular about the rope you got from Erridge, and tell me as far as you can, when you got it from him?—I cannot tell you.

In

In what quantities did you get it from him? -He is a man that brings a good deal of ship's t on shore, and Foster buys the rope. When brings the rope and fat together, he comes to e; yesterday I bought 2 cwt. of fat of him; it when he brings the rope and no fat, very ely he takes it to Foster.

If he brings rope, he takes it to Foster?—es.

How near is your store to Foster's?—About 0 yards.

Is your's more to the north than his?—Nearer the south.

More in the town?—Yes.

Erridge lands just opposite Foster?—Yes; ght opposite.

Who lands opposite you?—A party by the me of Robertson and Staunton, direct oppote me.

What is the name of their boat?—I think it is lled the "Fly;" a big boat.

That is a lugger, I suppose?—Yes.

Is there a galley punt there too?—Yes.

What is the name of that?—I know it has the ckname of "Bob's Horse;" what the true name it is I cannot tell you.

What quantity of rope do you get from Erridge together?—No great deal.

From whom did you get the bulk of the rope at you sold to Foster; give us the name of me other man?—A man by the name of May; e is another bumboat-man.

What is his Christian name?—John May.

Where does he live?—At the North end.

Near you?—Close to me.

When did you buy any rope of him?—I could ot charge my memory.

Was it during the months of August or Sepmber?—I might have bought some at that me, but I do not recollect.

Was any of that new rope?—No; I have not ought any new rope; in fact, I do not know at ever I bought any new rope.

What is the greatest length of rope you ever ought?—The longest rope I have ever bought as been 80 fathoms; a capstan rope.

Are those hawsers?—No, not hawsers; what ey have for hauling the boats up.

What size rope would it be?—Some of them ary from 4 inches up to 7.

Did you ever buy any rope as big as 10?—I ay have bought a piece of a hawser as big as at, but not very often.

Did you buy any about that time?—I do not ecollect that I did.

Was there any hawser rope amongst the rope ou sold to Foster?—No, I think not.

Was there any new rope at all among the rope ou sold to Foster?—No, none at all.

You are quite sure about that; I do not mean o say quite new, but rope that had not been uch used; any serviceable rope?—I have not old him any serviceable rope not for a long time, ot for years; I have sold him some yarn just in e harvest time, but not standing rigging.

Mr. *Cumberland.*] When were your books estroyed?—A month or two after I began this ne, I suppose.

But I want to know the time?—I could not y; some short time afterwards.

A short time after you began this one?—After commenced this.

How did you destroy it; did you destroy it ourself?—It is put aside, and used for waste 389.

paper, as I use many others; I buy some cwts. in the course of a year at sales.

W. Riley.

18 May 1867.

Do you mean to say it was torn up?—Yes, I put it into the soap drawer; I am in that line of business; it is used for serving out half-pennyworths and pennyworths of soda.

Did you have any conversation with anybody with reference to your book before you destroyed it?—I do not recollect it.

The *Inspector.*] Did you clear all the rope out of your stores on the 1st October, and was it sold to Foster, except about 2 cwt. of Manilla that you had left?—He had all the European rope.

And when you sold him the Manilla on the 3rd, did he have all the Manilla rope you had?—Yes, I think he had.

And your stores were clear then?—Yes.

Did you sell him 4 cwt. and 7 lbs. of rope on the 15th October?—I have no recollection of selling such a small quantity as that.

Did you sell him any afterwards in October, the very day before your book begins; did you sell him that quantity that I have just mentioned to you?—I cannot recollect selling him any quantity except at one time before.

Do you remember Mr. Brett calling upon you?—Yes.

Did he come after Foster had been to River?—Yes.

After you had been taken before the magistrates?—Yes.

You were before the magistrates on the 14th October?—It is very likely.

And the case was dismissed as against you?—Yes.

The day after that; I point your attention to it, the 14th October, was a memorable day in your life, the day after, did you sell Foster 4 cwt. of rope at 10 *s.* a cwt., and receive 2 *l.* 0 *s.* 7½ *d.*?—As I told you before, I cannot recollect.

Can you remember such a thing as that; you can remember the 14th October?—I have no recollection of doing it; I do not think I could have done it.

Where did you get the rope from that you sold to Foster?—I have told you.

I do not mean the rope you sold the 1st or the 3rd, but the rope that you sold about the 15th?—I cannot recollect selling any at that time.

How used Foster to pay you generally?—Sometimes I take a cheque that he has brought from Mr. Phipps, and give him the difference.

How did he pay you on the 1st of October?—I forget now how he paid me.

Things like that do not escape men's memories, especially when their memories are brightened by being the subject of a criminal prosecution. You must remember this, you are doing your townsman of Deal an infinite mischief; every single atom of suspicious evidence that is given by a person dealing in Deal produces an unfavourable impression on my mind?—If I cannot charge my memory, I do not wish to tell a falsehood one way or the other.

Did you keep an account of your sales?—No, I never did; it is very seldom I do.

Did you keep a cash account?—No, never.

Then you cannot tell me whether you sold 4 cwt. of rope to Foster on the 15th of October, or any other time in that month?—I do not believe that I have sold Foster such a small quantity as 4 cwt. of rope, not to my recollection, I may say, for years.

W. Riley.

18 May 1867.

Did you sell him 1 cwt. on the 10th December?—No, I am satisfied I never did.

Did you sell him 3 quarters of rope on the 11th December?—I have not been in the habit of dealing in small quantities.

Do you remember Foster paying you 2*l.* 0*s.* 7½*d.* in the month of October?—No, I have no recollection of it.

Do you remember his paying you 2*l.* 0*s.* 7½*d.* at any time?—I do not believe he did; I have not been in the habit of dealing with him in small quantities like that.

If you did sell him rope then, it was a larger quantity than 4 cwt.?—Yes, it has always been in a load.

Mr. Foster has an entry against you, the 17th April, 5 cwt. of Manilla; he has no entry of the ton you sold him after that; 30 cwt. 1st October he has; he has mentioned your name, and that he gave you 2*s.* 10½*d.* 3rd October, do you remember his doing that?—No; I have a brother, a waterman, he might have taken some little quantities from him.

What is your brother's name?—Richard Riley.

Does he belong to any particular boat?—He goes off in one of Mr. Foster's boats.

Does Foster keep a boat himself?—He has got part of two or three boats.

What boats?—Galley punts.

Can you give us the names of them?—I think one of them is called the "Faith."

Give us the name of any other boat that Foster has to do with?—I cannot recollect the name of the other; it is a new boat, about two years old.

Who sails it for Mr. Foster generally?—I think my brother goes off in it.

Captain *Hunter.*] In the new one?—Yes.

Mr. *Edwards.*] Is the "Faith" a galley punt?—Yes.

Mr. *Fox.*] Is the other one a galley punt?—Yes; he has got no large boat.

Mr. *Cumberland.*] And you do not recollect the name of the other boat?—No, I do not recollect the name of the other.

Notwithstanding your brother goes in her so much?—Yes, he goes in her; he very nearly lost his life in her a twelvemonth back.

Mr. *Fox.*] You have not got a boat?—I have part of the one we had built the other day.

The *Inspector.*] You had not one when this took place?—No; Mr. Foster and I had a boat built a little while ago for the mackerel.

Mr. *Cumberland.*] Do you keep no cash book of any kind?—No, I never kept any cash account.

Mr. *Edwards.*] Did you have your books when you were examined before the magistrates?—Yes.

And the magistrates examined them?—No, they did not wish for them.

They were satisfied?—No questions were put to them at all.

How far is your store from the beach?—One of my stores is perhaps 50 yards or 100 yards from the beach.

It is further off than Foster's?—Very trifling.

The *Inspector.*] Has it got two entrances?—Only one.

Has it one in Beach-street?—It has none in Beach-street; it stands in a little street going from Beach-street up to Middle-street.

In one of the cross streets?—Yes, it is not a street at all; it is just as you go into Mr. Hight's brewery.

Captain *Hunter.*] Have you "Marine-store Dealer" written over your door?—Yes.

The *Inspector.*] How long has Foster had his name painted up over his door?—I am sure I cannot tell you.

Had he got it painted up in August last?—I rather doubt whether he did; I think Mr. Mercer was the first that warned him about that. The place was going to be sold, and he said, "Foster, you are laying yourself open to be punished for dealing without having your name up."

Was that before the wreck of the "North"?—I think so.

Captain *Hunter.*] You had your name up?—Yes, I always had it up at one store, but not where I bought fat and rope; I did not have it up there till he came about it.

The *Inspector.*] Among the things you sold to Foster, were there any gaskets?—Since that I have sold him some.

Where did you get those from?—I forget where I brought them from; I said, "I am going to put it aside, because it has your name painted on it;" and he said, "put it aside."

What was the name?—Brown; and he said "I can produce the pilot, and the name of the ship, and everything."

When did you buy those?—They are entered in this book; they are not entered as gaskets they are merely entered as rope there. It is William Brown.

The 29th October?—Yes.

What sort of gaskets were they?—About the same width as came from the "North," so they said.

You are quite sure the gaskets that came out of the "North" were not in the lot you sold to Foster?—I am sure they were not.

Any block strops?—There might have been.

With paint on them?—Yes.

Mr. *Fox.*] Before you destroyed the book, did you have any conversation with any one about the book?—It is very likely I did.

Cannot you say whether you did or not?—I might have spoken to perhaps a dozen people.

Who advised you to destroy your book?—No one.

Out of your own head?—Yes, I told Mr. Brett; I said my book is not regularly kept as it ought to be, because I buy of these bumboat men, and many times when I go home, I do not think of entering it.

Mr. *Fox.*] Do not you know you are liable to a penalty for not entering it?—I know that now I know that I am bound to keep a book, but many things I buy, I do not enter.

Did you ever have any talk with Foster about keeping books?—I have talked with him about keeping books and other things too; my keeping a public-house, he is frequently there.

What is the sign of your house?—The "Prince Albert."

WILLIAM GOULDER, sworn; Examined by the *Inspector.*

W. Goulder.

Do you belong to the "Morning Star" lugger, of Ramsgate?—Yes, I was in her.

One of the crew?—I was the master that time.

Who is her owner?—John Simmons and others.

Who was the owner in August last?—John Simmonds.

Wh

Who was the master in August last?—I was the master.

Did you go out in her to the wreck of the "North"?—Yes.

Do you remember the day of the week you went out?—No.

The day of the month?—No.

How long after the "North" was wrecked?—I think it was the third day.

The Saturday?—Yes.

Are you sure it was not the second day, the Friday?—No, it was the Saturday.

Are you quite sure about that?—Now I come to recollect, it was on the Friday we went out.

What time did you leave the harbour?—Four o'clock in the morning.

What time did you get to the "North"?—We went out the back of the Goodwin Sands.

And that took you longer?—That took us longer.

How late was it before you got to the "North"?—About 11 o'clock in the forenoon.

When you got down to her, what boats were about her?—There were several Deal boats about, and there was one Whitstable smack.

Was she up then?—Yes.

What was the name of the Whitstable smack; the "Nancy"?—I do not know the name.

Are you quite sure it was not a Broadstairs lugger?—It was not a Broadstairs lugger.

Did you see a Broadstairs lugger there?—There was a Broadstairs lugger; that was the only lugger that was there.

You saw that lugger there?—Yes.

How many boats do you suppose were there then besides the Broadstairs lugger?—There was no lugger, only the "Morning Star."

Were all the rest galley punts?—Yes, Deal punts.

Are there any galley punts in Ramsgate?—No, none.

You went on her port side?—No, on the starboard side.

Going the outside of the sand?—No, inside the sand; we rowed across in the small boat; we left the large boat out the back of the Goodwin Sand, and rowed across the sand into the "North," in the small boat.

Did you go on board her?—We went on deck.

Who were on deck when you got there?—There were several persons.

Do you know any of them?—No.

None of them by name?—No.

Did you see the names of any of the galley punts?—No; I did not take that notice of them.

How long did you stay on board?—Until we were forced to come away.

What were you doing, then?—We got a little bit of copper off the rudder, and one of the pintles.

What did you do with that?—We delivered them up to Mr. Cutler, at least, it was not to Mr. Cutler himself, it was to Mr. Cutler's man; I think his name is Lieutenant Read.

How much was it?—It was weighed in the presence of Mr. Cutler's man, and I think there were 210 lbs. with the pintle and all; that was all the copper that was landed here in Ramsgate, and we landed some lead.

Where did you get the lead from?—From up along the stern post, the leaden pipe.

What size pipe was that; how big was it?—About that size round (*describing*), about four inches.

Now, do you know how much of that was brought?—Fifty-three pounds. *W. Goulder.* 18 May 1867.

Captain *Hunter.*] You had been working under her stern?—Yes.

The *Inspector.*] At that time, how much of the sheathing was gone?—It was all gone.

The starboard side?—Yes; there was only this that was left below the rudder.

How many feet of water were there around you?—There were about 10 feet where we were at work.

Were you at work near the water's edge?—Close against the water, as low down as we possibly could.

How were you working, from a plank slung?—No, in a boat.

Were you working with a three pronged thing?—No, we got it off the rudder with a spud.

Captain *Hunter.*] A kind of crowbar?—Yes, a kind of crowbar.

The *Inspector.*] How long were you at work?—I should say about one hour and a half.

You must have taken off 30 sheets?—The pintle is the great weight, we got the copper from the rudder, none off the ship; it was all off the ship when we got there.

Was it all off the ship, both port and starboard?—We did not go the port side.

Captain *Hunter.*] If you did your work astern, you must have seen both sides?—I was on board.

The *Inspector.*] Who was working?—Thomas Hurst.

Is he in Ramsgate?—He is a blacksmith in Ramsgate.

Captain *Hunter.*] Working at the stern post, they must have seen both sides?—The boat laid the starboard side, and you had to get right round the rudder before you could see both sides.

You would have to get both sides to get the pintle off?—I cut the heads off the bolts, and drove them out.

The *Inspector.*] What made you take the blacksmith?—We went mostly to go to the steam tug to see if we could get any of her machinery.

And you took the blacksmith for that purpose?—Yes.

Was that all you got from the "North"?—That was all.

Did you go into the cabins?—We went in to have a look.

Was there anything in the cabins?—Nothing.

Nothing at all?—No.

Any clothes lying about in the forecastle, or anything?—Nothing.

How long did you stay?—We stayed there until Captain Russell came out in the steamboat, and then he told us if we touched anything he would give us six months in Maidstone gaol, and we turned to and came away then.

Did the Deal boats come away then?—Yes, they all left.

And the "Buffalo Gal"?—The "Buffalo Gal" stayed.

You did not lend a hand for the cargo?—No.

Captain *Hunter.*] You say the water was up 11 feet?—Yes.

Could you say whether the copper was off below the water's edge?—No; the water was rather thick, the tide running over the sand made the water rather thick.

W. Goulder.

18 May 1867.

Mr. *Cumberland.*] How many feet of copper do you suppose had been taken off then?—I should say there were about nine feet of copper out of water.

Captain *Hunter.*] You mean 11 feet draught on her stern?—She was down in the water 11 feet gone in the sand.

By the draught on the ship's stern post?—No, we sounded it from the boat.

Then there were 11 feet from the sand?—Yes.

Mr *Cumberland.*] You consider that nine feet of the copper had been taken off?—Yes; about nine feet of the copper.

On the starboard side?—Yes.

The whole length of the ship?—I did not notice the whole length, we could not see further than the waist.

How many galley punts were there there when you got there?—I cannot answer that, because I did not notice.

Were there a great many, or a few?—There were a good many.

Captain *Hunter.*] Did the Deal men make any objection to your working at the copper?—No.

The *Inspector.*] Did you see their boats?—We saw them lying alongside.

Did you see what was in them?—No.

Could you see whether they were laden with metal, or not?—We could see some of the boats had copper in them, but not all.

Could you see from the way they lie in the water whether they were pretty heavily laden, or not?—Copper would not pull down very much, it laid hollow.

But the weight would sink them in the water?—There is not much of weight in it, not in that way.

Mr. *Edwards.*] How long a piece of pipe was the lead pipe that you got?—It reached from the water's edge up to the rudder trunk.

How long is that?—I should say it was not seven feet.

It weighed 53 lbs.?—Yes.

Captain *Hunter.*] Were there any of the other pintles of the rudder off besides the one you took?—There was one almost off.

But not taken away?—No.

Did you take it away?—No, we did not.

The *Inspector.*] Who did?—I do not know.

Why did you not take it away?—Because Captain Russell would not let us.

THOMAS PARKER, sworn; Examined by the *Inspector.*

T. Parker.

ARE you the Superintendent of Police at Deal?—I am.

How long have you been in that capacity?—Nine years.

Where were you before?—I was a private.

At Deal?—Yes.

How long have you been in the police force at Deal?—Nineteen years.

Is that the whole time you have been in the police force?—Yes.

How many men have you got under you?—Seven.

A serjeant?—Yes, and six privates.

How do you divide your duty?—Four men at night and a serjeant, and two in the day.

How far does your jurisdiction extend?—To the whole of the parish of Deal.

That is from Deal Castle?—That is from Deal Castle to Sandown Castle.

And as far as Upper Deal?—Sholden Church, Upper Deal Mill, to Walmer.

From Walmer to Sandown is nearly a mile?—More than that.

From Deal Castle to Sandown is nearly a mile?—Yes.

And from Deal to Walmer is nearly a mile also?—Yes.

That is two miles?—Upper Walmer is two miles.

How far is Sholden Church from Deal?—A mile and a half.

And Upper Deal Mill is about a mile?—More than that.

What is the population of Deal?—7,537.

Has it increased since the last census?—I do not know.

You can tell that?—I believe it is increasing, the building is going on very fast.

The men that you have on duty at night, where are they stationed generally?—Stationed in beats.

All of them?—Yes.

How many policemen would you have in Sholden and Upper Deal?—One.

Where would his beat begin?—His beat would begin at Middle Deal and take Upper Deal.

Would he meet the policeman there at the end of that beat?—No.

Do not your policemen meet and interchange words?—They do.

Where would he meet another policeman?—At Middle Deal at the Bowling Green.

Where would that policeman come from?—He would have the Middle Deal beat; he would take from the railway all round the Middle Deal beat.

Have you a man at Upper Deal?—That is one man.

Have you a man at Sholden?—We do not take Sholden.

Sholden Church?—That is as far as our parish extends; Sholden Church is in the parish of Sholden, and belongs to the county.

Sholden Church is at the corner of the turnpike road?—Yes.

Upper Deal Mill; have you a man on duty there?—That is all included in our beat.

Where would your two other men be?—They would be in the town.

During the day, where do you put your men?—One has the Upper Deal beat, and the other the town.

You have only two men on duty during the day?—Yes.

You yourself are at the station?—Yes.

Where is the station?—Close to the market, in St. George's-place.

Is that a place off Lower-street?—It adjoins Lower-street.

In the middle of the town?—Yes, adjoining the Town Hall.

You remember the wreck of the "North" on the 30th August?—Yes.

When was your attention first called to it?—At the time.

What time?—The 30th of August.

What time on the 30th of August?—In the morning, the first of the morning.

Before

Before dinner or after?—Before dinner I believe it was; I will not be certain of that, but my attention was called to it during the day.

Have you anything to do with searching boats that come ashore?—Nothing.

That is no part of your duty?—That is no part of my duty whatever, the coast guard do that.

Is it not part of your duty to inquire, from time to time, at marine-store dealers how their books are kept?—It is.

Is that a part of your duty you have ever done?—I have done it.

How many times?—Only when I have been in search of anything.

Captain *Hunter.*] You do not do it on other occasions?—Yes.

The *Inspector.*] How many marine-store dealers are there in Deal?—Four.

Give us their names?—Foster, Riley, Harrison, and Inkpen.

How long has Foster been a marine-store dealer?—I cannot remember.

As long as you remember?—No.

Four or five years?—I have known him to be a marine-store dealer; and I have known him to be at large sales of goods.

What do you mean by knowing him to be a marine-store dealer; do you mean he has not had his name painted outside his stores; you know where his stores are?—Yes.

How long has he had the stores?—I cannot tell.

I do not want to know to a month or a year?—If I was to say to a year I should not know how long he has had them.

Captain *Hunter.*] That is a curious circumstance, the man dealing in marine stores?—I know him to be a buyer, because I have seen him at Mr. Hight's when there has been sales there.

The *Inspector.*] You cannot tell when he became possessed of this store?—No.

How long has Riley been a marine-store dealer?—For years.

Have you ever looked at his books?—Yes.

Did you happen to look at his books about the 13th or 14th of October last year?—Yes, I went along with the detective Brett and Superintendent Stokes to look at them.

And they were handed back to Riley?—Yes.

Did you give Riley any caution about taking care of them?—I did not.

Did you hear any caution given to him?—I do not remember.

Are you quite sure none was given?—I am not quite sure none was given, but I do not remember.

Did Mr. Brett tell him to take care of his books?—I think he did.

When did you first hear that things were supposed to have been stolen from the "North"?—I heard from Mr. Forester.

Was that the first you heard of it?—That was the first I heard of it.

Did you not hear earlier than that, of the supposed loss of the chronometers?—No.

Did you see the crew of the "North" when they were landed on the 30th of August?—No, I never saw any of them.

Was no complaint made to you about any loss at that time?—No.

Then Mr. Forester was the first person that told you anything about anything being stolen?—Yes.

T. Parker.

18 May 1867.

Do you remember what he told you?—He came to me, and said he had come down to inquire respecting a large quantity of sails, and rope, and other articles.

Ship's instruments?—Yes, stolen from the ship "North."

What did you tell him?—He wished me to give him every information I could.

And what information did you give him?—I gave him information.

Remember what you did tell him if you can; did he ask whether there were any marine-store dealers?—Yes.

Whose names did you give him?—I think I gave him all.

Did you ever mention the name of Foster to him at all?—I cannot say, I would not be positive.

Mr. Forester has sworn you mentioned only three names to him?—I would not be positive whether I did or not; I think I told him.

Foster at that time was a marine-store dealer, to your knowledge?—Yes.

Was he not a marine-store dealer, in the largest way of business, at Deal?—It appears so now; but I was not aware of it at the time.

Or that he was a marine-store dealer, in a large way of business?—We never had any occasion to visit Mr. Foster.

Did you know he was a man who dealt largely in rope and canvas?—I did.

And he was a marine-store dealer?—I did.

And you did not mention his name to Mr. Forester?—I cannot say whether I did or not.

Did you offer to assist Mr. Forester in every way in your power?—I did.

How did you assist him?—In every way I possibly could.

What did you do?—I made inquiries.

From whom did you make inquiries?—I inquired at the railway whether there was any rope or canvas.

Whether any had gone away?—Yes.

Did you make any other inquiries excepting that one?—I did in the way the police do their duty, I told my men.

Not being a policeman, I do not know how they do their duty; you told your men to make inquiries?—Yes; I told my men to make inquiries.

Did you make inquiries yourself?—Yes.

Where did you make inquiries, except at the railway station?—I went with Mr. Forester.

To Inkpen and Harrison?—Yes.

Did you go to Riley's?—No.

Nor to Foster's?—No.

You do not consider it part of your duty when things are stolen, to go to places where they are most likely to be?—Yes, I do.

Why did you not go to Foster's?—I left it in Mr. Forester's hands.

You had not told him Foster was a marine-store dealer?—I would not be certain whether I did or not; it was no matter to me about Foster.

No matter to you?—Not to tell Forester.

Why not?—I know nothing of Mr. Foster, more than he is a marine store-dealer.

Mr. Forester comes and tells you a number of things, rope, canvas, and ship's instruments are supposed to be stolen from the "North"; is it not part of your duty to find out who had those things?—Yes.

What earthly steps did you take except to make inquiries at the railway station, and go to one shop?—Many ways.

T. Parker.
18 May 1867.

Let me hear?—I made inquiries of different people whether there was anything had been moved, whether any cart or anything had been seen go in the parish.

Are there any pawnbrokers in Deal?—There is one.

What is his name?—Weldon.

Did you go to his shop?—Yes.

Did you look at his books?—I did not.

When did you go to his shop?—I went to make inquiries whether there had been any of the jewellery offered.

Do you tell me you are satisfied with the answer that marine-store dealers and pawnbrokers give you, with regard to stolen property?—I am perfectly satisfied with the pawnbroker; I know him to be a straightforward man, and I know he would not deceive me or anybody else that went there.

How long did Mr. Forester stay at Deal?—He was there some considerable time.

Before he went away?—Yes.

Do you remember Captain Simpson coming down?—I do.

Did Captain Simpson produce a letter to you from the deputy constable of the county?—He did from Captain Ruxton.

Captain Ruxton has no authority over you?—No.

Did you give Captain Simpson every assistance in your power?—Yes.

What did you do?—He wanted to know if I would assist him; I said I would, in everything he would require; I then told him what I had done with Mr. Forester, and he seemed to be in possession of what Mr. Forester had done, and he went away. Him and me had a talk over the matter, and he said, that is not the state of things, remain quiet, and keep a watch and see if anything is removed; and I instructed my men to keep a sharp look out, and if they saw anything removing to let me know, and I would tell Captain Simpson; and Captain Simpson instructed me to come to the "Royal Hotel," where he was stopping, if anything occurred.

If I understand you rightly, your assistance consisted in doing nothing?—I could not find out there was anything to do.

At that time when Captain Simpson had come down, had it ever struck you Foster's was a likely place to find this rope and canvas?—No.

When did the idea strike you that Foster might have something to do with it?—It did not strike me he had ever anything to do with it.

Until he was found out?—Not until I heard he was stopped in Dover; I had a telegraphic message to say he was stopped, and I was to look out for Foster, and set a watch on his premises.

Did you do so?—Yes.

Who did you set on?—Payne, No. 2, the whole of the night.

What day was that, the 2nd of October?—I think it was the 1st of October.

Was there any search made of Foster's premises at that time?—No.

You cannot legally search without a search warrant?—No.

But you do very often, do you not, with the leave of the owner of the house, search?—Yes, we do.

And you never asked Foster's leave to search his premises?—I did not.

Did you ever happen to go into Foster's premises at all in the month of September last year?—Never.

Did Captain Simpson wish to search Foster's premises?—No, not until after Foster was stopped in Dover.

When he was stopped in Dover, did he wish to search his premises?—Mr. Brett did.

Did you say it would be no use for them to do so?—No.

Did you prevent them doing so?—No.

What did you say?—I said that I must obtain a search warrant.

[A portion of Captain Simpson's evidence was read to the Witness.]

Did you tell Captain Simpson that there was a marine-store dealer called Riley?—Captain Simpson never asked me.

Do you mean to say it is your duty as a police officer, assisting in the discovery of stolen goods, to wait until you are asked the question?—I do not remember telling Captain Simpson, but I told Mr. Forester, who was acting under Captain Simpson.

Did Mr. Forester tell you he was acting under Captain Simpson?—He was at the time, not at the time he first came down, but he was afterwards.

You, yourself, never told Captain Simpson about any of these places in Deal?—I do not remember that I did.

You have heard that statement of Captain Simpson's read; what is your account of the matter; did Captain Simpson and Mr. Brett wish to search Foster's store, and express that wish to you?—They did; Mr Brett did, and Mr. Stokes.

Was Captain Simpson present?—No.

Then Mr. Brett and Mr. Stokes expressed a wish to search Foster's premises?—Yes.

Did you object to it?—I did not object to it.

What did you say?—I told them they might do it if they liked; but it was quite necessary we should have a search warrant to do so.

Why was it quite necessary?—It would be illegal to search his premises without.

If you had gone to Foster's store and asked his leave, you might have gone in, and if he refused leave, it would have been a suspicious circumstance, and then you might have got a warrant?—I said they wanted a warrant.

Mr. *Edwards.*] Did you make an appointment with Mr. Brett to go and get a search warrant?—Yes.

And did he keep the appointment?—No.

And did you afterwards offer to Captain Simpson to get a search warrant?—Yes.

The *Inspector.*] Did you think it was not advisable to go to Foster's without a search warrant, because you thought Foster would refuse you admission?—I thought it would spoil the case if we did so, if there was anything there.

Did you think Foster would refuse you admission?—I did.

Did you ever say anything to Captain Simpson or Mr. Brett about its not being safe for them to go there?—No.

You are quite certain about that?—I am quite certain about that.

That you undertake to swear?—Yes.

Captain *Hunter.*] You did not lead them to believe that?—No; the only thing we did not agree on, was in not having a search warrant.

And that was without asking Foster whether e would allow you to go?—Yes.

The *Inspector.*] Have you formed any opinion s to where the things lost from the "North" ave gone?—No.

When you made inquiries at the railway, did ou ask only about rope and canvas having gone way?—Rope and canvas.

Nothing else?—Nothing else.

You did not ask whether any large boxes had een sent up, or anything of that sort recently? -I did not.

Did you ask to look through their parcel books? -No.

Or their invoice books?—No.

Your attention had been called to the loss of ie ship's instruments by Mr. Forester?—Yes.

And the books and clothes, and things of that rt?—Yes, it had.

And the only things you made inquiries about ere the rope and canvas?—I made inquiries bout the rope and canvas, and if I could have leaned any information, I should have been appy to have furnished Mr. Forester with it, or one anything I could.

Do not you think one of the ways of gleaning nformation is to go and look at the parcels book t the railway?—I have great confidence in Mr. larding.

Is he the station master at Deal?—Yes.

Does one of your men patrol the pier during ie day time, or near the pier?—At times.

Are there regular times for him to be at par- cular places?—No.

He is not bound to be at five minutes past 12, r 10 past, at any particular place?—None.

If he saw a large quantity of rope being heeled along the pier, would it be his duty to ollow it and see where it went?—No, it would e the coast-guard's duty.

After it was landed?—The coast-guard have o examine everything.

They examine things in the boat?—The coast- uard do that; part of their duty is to see to every- hing landed on the pier.

Do you know this man Erridge, who keeps a um boat?—I do.

Is the place where his bum boat is landed early opposite Foster's store?—I do not know bout the boat.

You do not know where the boats are landed? -No.

You have been 19 years in Deal and do not now that?—There are so many of them. I now Erridge goes from the north end of Deal.

Mr. *Cumberland.*] Did you communicate at all with the receiver of wreck with reference to this stolen property?—No. *T. Parker.* 18 May 1867.

You had no communication at all with him?—No.

Did you not consider it part of your duty, knowing the office he held as protector of wrecked property, to communicate with him, and take some steps in concert with him to ascertain what had become of all this property?—I did not think any such thing.

Did you take no steps to look into, and if necessary to search those numerous boat houses with which the beach at Deal is studded?—No.

And where you know the boatmen keep their stores?—No.

And did it not occur to you that those might be very likely places in which these articles might be found?—It did not.

Mr. *Edwards.*] How often did you see Captain Simpson, when he was there?—I saw him on several occasions.

How many times did you see him to speak to? —Not above two or three.

Was there anything except this about searching Foster's store, that he wanted you to do that you did not do?—Nothing.

The *Inspector.*] Can you tell me what the penalty for marine store dealers not keeping their accounts properly is?—No, I cannot.

Are they liable to be summoned before the magistrates?—They are.

Did you know Foster was a marine store dealer, until this occurrence of the "North"; a marine store dealer in the sense of the word, that Riley is?—No, I did not; not until after the wreck of the "North."

When did you first see his board up as a marine store dealer?—I cannot remember dates.

Did you see it before the "North" inquiry?— I really cannot answer that question as to the time.

What did you take him to be, if he was not a marine store dealer?—I took him to be a buyer at the Lord Warden's stores.

A buyer at the receiver's sales?—Buyer of sails and ropes.

Captain *Hunter.*] A buyer of marine stores, in fact?—They are marine stores, of course.

The *Inspector.*] You did not consider that the fact of his buying those things made him a marine store dealer?—I did not, not to the same extent as Riley and the others.

And, supposing you only gave the names of Inkpen, Harrison, and Riley, to Forester, you believed you had given the whole of the names of the marine store dealers?—Yes.

GEORGE RALPH, sworn; Examined by the *Inspector.*

WHAT are you in the Police Force?—A First Class Constable. *G. Ralph.*

Stationed at Walmer?—Yes.

And were you stationed there last August?— Yes; I have been there nine years.

Do not they remove you from place to place? —They do remove some, but they have not removed me.

Do you remember the wreck of the "North"? —I do.

Are you in command at the Walmer station? —Yes; no one but me.

Are you the only policeman there?—The only one at Walmer.

What is the extent of your beat?—We have 1,672 acres; 3,472 population last census.

When did you first exert yourself about the loss of the things from the "North"?—As soon as ever I heard there had been a robbery committed.

When did you hear that?—About a week after Mr. Forester came to my house.

Had you any reason to believe that things had been brought ashore improperly, at Walmer?— I did not think so; the largest marine store dealer we have in Walmer lives close to my place.

A man called Arnold?—Yes, my window looks right into his place; and there are waggon loads of rope lying about for everybody to see.

Have you ever seen how those waggon loads get to his store?—He goes to sales; all sales he attends.

G. Ralph.
18 May 1867.

Sales in Dover?—All round; if there is a sale anywhere around he attends it, and mostly buys; he buys very largely.

When Mr. Forester called your attention to the fact of the loss, what did you do?—I went to Mr. Arnold to know if he had bought anything; I went to a man of the name of Strong, and a man of the name of Castle.

Are those the only three marine store dealers in Walmer?—Yes.

Do any of them keep books?—Arnold keeps a book.

Did you ask to see his book?—No, I did not; I asked if he had bought anything?

You thought if he did not tell you he had bought it, you were not likely to find it in his book?—No; I told him what was lost, and I had a list of all the things; Mr. Forester gave me a list of all the things when I went to him, and the other people.

You did not look at the books?—No.

And did not ask whether they kept books?—No; I have been there many times when things are lost.

Do you find Mr. Arnold gives assistance when things are lost?—I know sometimes he tells me the truth.

Was that all you did, with regard to it?—I went to several of the public houses after the wreck, to know if they had brought things ashore. and what they had done with them; in fact I had instructions through my superintendent to do so.

That was after Captain Simpson came down?—And before that too.

Was that from Captain Ruxton?—Superintendent Stokes.

And when Captain Simpson came, he brought a letter from Captain Ruxton?—Yes; he brought a letter and read it to me.

After Captain Simpson came down, what did you do in the matter?—I went to these places again after that.

And you could get no more trace of them?—No; in fact I went to a man of the name of Friend that had some things offered to him. I could make nothing of him; he said he had had things offered to him by a waterman, but he did not know his name

What is Friend?—He is a painter and glazier.

Does he live at Walmer?—Yes.

What is Friend's name?—Thomas Friend.

Did you learn from Friend anything about it?—I went to Mr. Friend myself twice over, two different times, to see if I could get the party who offered it; he said it was a boatman, but he did not know the man's name; I asked if he should know him, and he said, no, he should not, it was on the beach; and I went to Friend with Captain Simpson himself.

Is there anything more you can tell us about it?—No.

Does your district extend as far as Ringwold?—From Deal Castle to Kingsdown.

Did you go to Kingsdown and search there?—No; that is another man's beat.

What is his name?—Police Constable Kidner; I went to a marine store dealer at Ringwold of the name of Bailey.

And there was a cart outside with some canvas?—Yes, there was, loading.

Was Baird, the mate, there?—Yes, we went together.

Did Baird look at the canvas in the cart?—He looked at a sail, and he said he thought it came from the "North," and the man said he could prove he had it for four years.

Did not Baird say he could not swear to it?—He did say so afterwards.

Who was the man?—I do not know the man's name, but he worked for Mr. Dowell of Dover; I do not know his name; it was Dowell's horse and cart, I know that.

Was that the only time you found anything that seemed to belong to the "North?"—That was the only time I had been making inquiries before that day.

What sort of business is Bailey's?—It is a small business, and he does it in a little way.

Arnold's business is a large one?—Yes.

What quantity of rope and canvass do you suppose he has in his house at a time?—Sometimes I should think he must have two or three tons at a time.

Have you ever happened to be in Foster's store in Deal?—No.

You know nothing about Foster?—No, I have never been in his store at all.

And that is all you know about it?—That is all I know about it.

Mr. *Edwards.*] Did Captain Simpson ever search Arnold's store?—Never.

You are quite sure of that?—Quite sure of that; Arnold told me I might look wherever I liked, which I did do, but Captain Simpson was not with me.

The *Inspector.*] Do you remember Mr. Brett going to Mr. Clark of Kingsdown to get a warrant?—Yes, along with my superintendent.

To do what?—To get a warrant to apprehend him.

Before Foster was tried at Canterbury, had you some summonses to serve up on witnesses on his behalf?—Mr. Stokes had some.

When he was to be tried at Wingham?—Mr. Stokes had some.

Were they given into your hands?—No.

Do you know any of their names, John Ashington, George Buttress, and Charles Bowbyas?—Yes.

Were there any others?—I remember those names.

And were others served by Mr. Stokes?—He served them while I was with him. I showed him where the people lived.

Where did he serve them?—In Deal; Mr. White was one, and young Arnold.

[Adjourned until To-morrow morning.

Ramsgate, 20th May 1867.

MINUTES of EVIDENCE taken before *Montague Bere*, Esq., Inspector, and Captain *Hunter*, Nautical Assessor, appointed to Inquire into the Circumstances connected with the Wreck of the Ship "NORTH."

(From the Shorthand Notes of Messrs. Cherer and Bennett.)

TWELFTH DAY.

Mr. *Cumberland.*] I MUST call you attention, sir, to a letter I have received from the Inspecting Commander of the Coast-guard at Deal, which, perhaps, you will be good enough to read.

The *Inspector.*] This is the letter: "Walmer, 20th May 1867. My Dear Cumberland,—Will you kindly inform the Commissioner that the North End Journal has not yet been sent. I will write again for it by this morning's post, and as the journal has not yet turned up, I will not send the men over to-day, but will have them there by 11 o'clock to-morrow, if the journal turns up. With kind regards, believe me to remain, yours, very truly, *George Digby Morant.*"

Mr. *Cumberland.*] I have written to Captain Morant, in reply, to the effect, that, whether the journal turned up or not, he should send the men over so as to be here to-morrow by 11 o'clock.

The *Inspector.*] They came on Friday utterly unprepared to answer questions. They required the journal to refresh their memory, and they do not take the common steps to get it, and thereby delay our proceedings.

THOMAS HURST, sworn; Examined by the *Inspector.*

T. Hurst.
20 May 1867.

DID you go off in the "Morning Star" of Ramsgate, on Friday the 31st of August, to the wreck of the ship "North"?—Yes, about that.

You are a Blacksmith?—Yes.

When were you first asked that morning to go off to the wreck of the "North"?—I was asked the night before.

Who asked you?—Goulder.

Did he tell you what he wanted you for?—To go off to the steamboat.

Was that the "Wellington" tug?—Yes.

What time did you start from here?—About four in the morning.

What time did you get down there?—Somewhere about 10, as near as I could judge.

Was the "Morning Star" anchored off?—Yes.

How far off?—A good distance we had to row.

And you went in the small boat to the ship's side?—Yes.

Was it high water or low water?—Low water.

How much would there be on the sand?—About 11 or 12 feet in the dock, that is, in the dock she was lying in.

Do you mean to say that there were 11 feet of water before you came to the sand, or that she lay 11 feet down?—She was lying 11 feet down.

Captain *Hunter.*] She had made a hole for herself?—Yes.

The *Inspector.*] Can you tell how many feet of water there were, not water and sand, but water only?—I should think 10 or 11 feet. I should judge that according to the look of the depth.

Did you see her draught out of water?—I did not notice that. I go by the pintle of the rudder. I judge it was about that.

How much of the sheathing was stripped off at that time?—It was nearly all off when we were there.

Down to the water's edge?—Yes.

What height from the water's edge up the side of the ship had it been stripped off?—I should suppose eight or nine feet.

Could you put it a little nearer?—No, because the boat was jumping about.

What did you do yourself?—We went to the rudder.

And took off the metal yourself?—Yes, took the pintle, and we brought it on shore and gave it up.

Who gave it up?—Goulder.

That was two cwt.?—Two hundred and ten lbs. of copper and 53 lbs. of lead, it was sold at the Lord Warden's sale.

Where was the lead taken from?—From the rudder pump, the pipe.

What size pipe was it?—About an inch and a-half.

Captain *Hunter.*] It is the stern-pump pipe?—Yes, it was broken and hanging out, it was about an inch and three-quarters.

The *Inspector.*] Did you go to the "Wellington" tug?—No, we rowed alongside, she was under water.

You found you could not get any machinery out?—Yes.

Was there any stripping when you were there?—There were a few boats about, but we took no notice of them.

Was that the only thing you could get at?—The pintle and the sheathing of the rudder.

T. Hurst.

20 May 1867.

Captain *Hunter.*] The chief weight was in the pintle?—Yes.

One cwt. and a-half?—One cwt. and three-quarters.

The *Inspector.*] Can you tell what the size of the sheets were?—The common size.

Four feet by one?—Somewhere thereabouts.

Could you tell at all what weight they were?—No.

Did you go round the port side?—We went right round.

Was she stripped the port side as well as on the starboard?—Both sides.

Captain *Hunter.*] As far down one side as the other?—Yes.

The *Inspector.*] Was she stripped more forward than aft?—Just about alike.

Mr. *Edwards.*] What was the length of the lead piping that you took off?—About five feet, something like that.

The *Inspector*]. You know pretty well how much the lead pipe weighs per foot?—Fifty-three lbs. that weighed; they weighed it up there, everything went there that we brought ashore.

What had you to take the sheathing off with?—We had nothing, we borrowed a Deal apparatus.

What is that?—A spud, a thing of round iron with a flat hand.

Captain *Hunter.*] But you had to drift the bolts for getting the pintle?—Yes.

The *Inspector.*] Have you ever had to strip a vessel in dock?—My father has, and I helped him.

Have you ever stripped a vessel of 1,200 tons?—No.

What is the largest vessel you have stripped?—Six or 700 tons.

Can you tell how long it took to strip her?—It all depends; piece work and day work makes all the difference. I have seen one done in a day, and I have seen it take two or three days.

Have you ever seen a six or 700-ton ship stripped in a day?—No, not in Ramsgate.

What was the size you have seen stripped in a day?—A brig.

What size was she?—About 150 or 200 tons.

She was stripped altogether, bottom and all?—Yes.

Not merely her sides?—No, the copper right down.

I suppose it is easier to strip at the side than at the bottom?—It depends on how you work.

Captain *Hunter.*] You can work easier on the side than under the flat?—It does not matter.

THOMAS READ, sworn; Examined by the *Inspector.*

T. Read.

WERE you in August last a Clerk to Mr. Cutler, the Deputy Serjeant of the Cinque Ports?—I was down here helping him to get his accounts ready for the Board of Trade.

Did you receive on the 31st of August or the 1st of September into your stores some copper from the "Morning Star"?—I do not recollect what day it was, but I think it was the day after the wreck, some boatmen brought in a small quantity of copper.

Do you remember whether it was anything like 200 cwt. and 10 lbs.?—I do not recollect the weight, but it was weighed at the time.

Did you see it weighed?—I did not see it weighed, but it was on the pier. I told the men to take it in and weigh it.

Was it brought by a Ramsgate boat?—Yes.

Was it brought by the "Morning Star"?—Yes, Simmonds brought it, I think it was. I I have no memorandum of it.

You have no access to the books now?—No.

Was it entered in the book?—Yes, I have no doubt it is the same.

There were 53 lbs. of lead and a small quantity of copper?—Yes, it was an unusual thing to do at the time, the men seemed to have some doubt about the quantity, and they had it weighed at the time.

Do you know what the pintle of a rudder is?—Yes.

Did that form a large portion of it?—Yes, I do not know whether you have it in evidence, but I sent out the coast-guard cutter from here to the wreck when Captain Russell was here.

Do you remember how it happend that this broken furniture was brought in?—It was brought in by one of the luggers of Broadstairs.

It was brought in very nearly a month before it came into your possession?—Yes.

You did not get it until the 29th September?—I was waiting for Captain Russell's instructions.

[Adjourned till To-morrow morning.

Ramsgate.—21st May 1867.

MINUTES of EVIDENCE taken before *Montague Bere*, Esq., Inspector, and Captain *Hunter*, Nautical Assessor, appointed to Inquire into the Circumstances connected with the Wreck of the "North."

(From the Shorthand Notes of Messrs. Cherer & Bennett.)

Thirteenth Day.

George Read, re-called; Examined by the *Inspector*.

G. Read.

21 May 1867.

I see from this journal that on the 30th August nd the 31st, you had one man sick, Josiah 'aylor?—Yes.

Three on gun-drill?—Yes.

And one on leave?—Yes; on the day of the 0th; he came back on the 31st, Walter Phillips.

No. 7 reported fit for duty from two days' eave of absence?—Yes.

Had he gone away?—He went to Dover on is private affairs; Captain Hudson gave him eave.

So that, in fact, on the 30th you had eight men t your disposal?—Yes.

And on the 31st nine?—Yes.

Can you tell from that journal who were on uty on the night of the 29th?—Yes; Nos. 13, 2, and 4.

From what time on the 29th?—The time f going; that was 7.30 till 4.15 the next morn- ng.

From 4.15 who were on duty?—From 4.15 n the 30th, Nos. 10, 11, and 6.

Then 6, 11, and 2?—Went out for the night- atrol on the night of the 30th.

And they were relieved by who?—Ten, 11, nd 6.

And 10, 11, and 6 were relieved by 13, 12, nd 4?—Yes.

And 13, 12, and 4, on the night of the 30th nd morning of the 31st, were relieved by 6, 11, nd 2?—Yes.

Is there any entry here of the extra men that ou put on?—None.

Then 6, 11, and 2 were relieved by 13, 12, and 4?—Yes.

And those again were relieved by 10, 6, and 11?—Yes.

And then you had four on that night?—Yes; the night of the 31st, because that man came from leave.

There is no entry of the extra man put on?—No; there are lots of little odd jobs done there that we do not take notice of.

I will take the different guards; the north end of Sandown-terrace to Hoy Office is No. 1 guard?—Yes.

Two hundred and forty-seven yards?—Yes.

Hoy Office to Royal Exchange, second guard, 283 yards?—Yes.

And Royal Exchange to Pilot Office, 183 yards?—Yes.

Pilot Office to Old Pier, 211 yards, fourth guard?—Yes.

Old Pier to New Pier, 164 yards, fifth guard?—Yes.

New Pier to Port Arms, 171 yards, sixth guard?—Yes.

And Port Arms to centre of Deal Castle, 375 yards, seventh guard?—Yes.

You visited the guard on the 30th, from 8.30 to 9.30 in the evening?—Yes.

And from 12.30 to 2 o'clock in the morning?—I did.

And on the 30th you visited the guard from 8.20 to 9.35 in the evening, and from 1.40 to 2.40 on the morning of the 31st?—Yes.

John Bossence, sworn; Examined by the *Inspector*.

J. Bossence.

How long have you been in the Coast-guard Service?—Nearly 35 years.

Where have you been stationed?—I have been tationed at Kingsgate, Whitstable, Eppel Bay, Westgate, Newgate, Kingsdown, and Northend.

Where are Westgate and Newgate?—Not far rom Margate.

You have been on this coast all the time?—Yes.

How long have you been at Deal?—Bordering on 15 years.

You are the Chief Boatman of the Coast-guard, nd were so in August last, at Deal?—Yes.

And, is it your duty to visit the patrol?—Yes.

During the night as well as the day?—Yes.

On the night of the 29th August, did you visit the patrol?—Yes.

Do you remember who was on duty from half-past seven the night of 29th until the morning of the 30th?—I do not exactly recollect that; the journal will prove that.

John Morris, George Young, and Thomas Berry?—Yes.

Do you remember what stations they had?—Berry was at Southend; Young was in the centre; and Morris at the Northend, if I do not mistake.

J. Bossence.

21 May 1867.

What time did you go out to visit them that night?—I think I went in the first part of the night, if I do not mistake.

At half-past one in the morning?—Very likely it may be; you will see there the time I went out.

From half-past one to 2.40?—Yes.

As far as you remember, did you find them at their post at that time?—I did.

And I suppose you went home after you visited them?—Yes.

When did you come next on duty on the 30th?—In the afternoon of the 30th. I attend always in the morning at the watch-house.

Can you, from the watch-house, see all the stages of the boats?—No, not all.

You have work in the watch-house itself?—Yes; I come there to regulate the duty.

Have you anything to do with the signals?—Nothing whatever.

That is Morris's work?—Yes.

Did you yourself go up and down Beach-street that day?—Yes, every day.

With regard to that particular day, can you tell us at all what boats were off; can you form any judgment?—There are a great number of boats off when there is a fleet of shipping in the Downs; there are from 20 to 30 and 40 off during the day; they keep going and coming all along.

Can you, of your own knowledge, say whether any particular boats were off that day?—I do not exactly recollect any particular boats.

As you are walking along the beach, or along Beach-street, should you observe from time to time boats absent from their stages?—Yes; sometimes they go off when there is a fleet of shipping in the Downs; they are ashore again, and a fresh crew takes them, and they are off again during the day, we do not take notice of that; we examine them when they come ashore.

Would it not be a good thing to see when they are away from shore, so that you might look for them?—That is done by the watchman; they tell the man in charge what boat is off the stage.

Do they do that in writing?—No, only by word of mouth.

Do you remember on the 30th August whether there was a large quantity of shipping in the Downs?—Yes.

It was a south-west wind?—Yes.

Did you see yourself on the 30th August any boats come ashore?—The "Albion" lugger came ashore the 30th.

Did she come to her own stage?—Yes.

Can they come up to that stage at any time of water?—No; at low water they cannot come ashore, not without spring tides.

What depth of water must they have before they can come to the stage?—As soon as the water comes a few feet up the beach.

Is that on the turn?—At the following tide; all the time the water is on the beach the boats can come.

How is that?—About a couple of hours flood and about four hours ebb; that is a large boat; the small boats can come at any time.

Galley punts can come at any time?—Yes.

Have they to work the galley punts with the capstans?—Yes.

They have small boats belonging to the luggers?—They have punts.

Does the same man generally have a galley punt, and a lugger?—Some stages have what they call a galley punt, and a lugger, and a galley; that is a full stage.

What is a galley?—A four-oared galley, a six-oared, and an eight-oared galley.

Are they the same as galley punts?—No, you might call them gigs.

What do they do with those; row them?—Yes; they go off to shipping in the Downs.

Have they masts and sails, too?—Yes, a lug sail.

One mast amidships?—Yes.

A galley can be hauled up without the using of the capstan?—They do use the capstan occasionally, but they can be hauled up occasionally by taking the ballast out; they sometimes turn to take the ballast out, and haul them up without the capstan.

When the "Albion" came ashore, do you know whether before she came up to the stage she had been lying off to enable her to wait for the water?—No, she had not.

That you are sure of yourself?—I am sure of it.

Did you see her come in?—I did.

What is her stage at Northend or Southend?—Southend, the sternmost stage of the station.

What attracted your attention to her, the fact of her coming in?—I walked along.

Were you at the watch-house when you saw her coming in?—I do not know whether I was at the watch-house or in the street, but I saw her coming in, and I walked that way and my officer walked with me.

What, Mr. Read?—Yes.

He was with you?—He was with me when she came ashore.

Did you search the boat?—I did not.

Who did?—The man on guard.

Who was that?—Thomas Berry.

He searched her, and found some hawser and bass rope in her?—Yes; there was a 12-inch hawser, or something of that sort.

Did you assist to search her?—No; I had to go to the watch-house to regulate the duty; it was the time to send the night patrol out.

What time did she come?—Between seven and eight in the evening.

Did you see any other boats come in that evening?—No.

Did you observe, as you walked down Beach-street, many boats were off?—There are always boats off.

At that particular time, as you went to the watch-house, did you observe whether there were any boats off?—I did not take any particular notice.

Captain *Hunter.*] Did you see many boats going to the wreck that day?—There were several boats about.

Can you make a guess as to how many?—I cannot say how many there were.

The *Inspector.*] You saw there were boats round?—Yes, by looking through a telescope.

Did you see yourself boats leave Deal, and leave in the direction of the wreck during that day?—No, I did not; I was not on duty in the morning.

Captain *Hunter.*] Those who were there were there before you came on duty?—Yes.

But you saw a great many had left the beach?—Yes, I saw several boats out there.

The *Inspector.*] How long have you been chief boatman?—Seventeen years.

All the time you have been at Deal?—No.

But all the time you were at Deal you were ief boatman?—Yes, 15 years next July.

Do you know anything of the practice among e Deal boatmen of going out with provisions d other articles to ships in the Downs, and reiving in part payment for those articles rope d old canvass and things of that kind?—It is equently the case.

Supposing a boat comes back from the direcn of the Downs with bits of rope and old cans in it, would that boat be stopped by the ast-guard?—No.

If it had new rope or new canvas it would?—es, to give an account of where they got it.

Supposing a boat came back with new rope d new canvas, and on the coast-guard asking here they got it, the master said, "We got it om such a ship in the Downs," would it then be assed?—I have never known a case of that nd.

Have you ever known new rope brought ashore all?—Not in the way of exchange.

Have you ever known new rope brought hore?—I have known new rope brought ashore the case of a wreck.

But you have never known new rope brought hore, and the excuse given you that it was ven to the boat who brought it ashore by masrs of vessels in the Downs?—Never.

Would you take any notice of rope of a parcular size being brought ashore, supposing they ere to bring pieces of a 12 or 10-inch rope, ould the coast-guard take any notice of that?—I have never seen anything of that kind come hore, not in the way of exchange.

With regard to canvas, can you give us any otion what the largest sized piece of canvas was ou ever saw come ashore in the way of exange?—Nothing but shreds.

You never saw a whole sail?—Never.

Not an old half-worn-out sail?—Never, to my nowledge; I never did.

I do not want any names given, but have you going your rounds occasionally found your men public-houses?—Never.

Never found your men drunk?—Never.

Never at any time, not in your 15 years' exerience?—Yes; I recollect once I found one of e men rather in liquor when I had charge of e station.

If you did not find a man on his beat, what hould you do?—I would search up and down ll I found him.

That would be a long search in Beach-street?—But his guard is short. The station at that me was but very little more than a mile long, nd sometimes there are four and sometimes five en upon it.

Do not you visit very much about the same ime?—In summer time you cannot avoid it, the ights are so short, but not in winter.

But in summer time you do visit much about he same hours?—Yes.

So that those on duty might know the time at hich you would be most probably expected to ome?—In summer time, when I have the morng watch, it is from 12 till day-light. I go ometimes one, sometimes two, and sometimes 12, nd so on.

As far as I can see, there are certain watches hat are not visited at all; the watching takes lace in the night, and not in the day; you do ot visit the patrol in the day?—Not always.

Do you ever?—Yes, but not often.

You do not enter it here?—No.

J. Bossence.

21 May 1867.

Do you remember a man being reported to be drunk just about the 30th of August?—Shortly after. I think it was not the 30th of August.

What was his number; I do not want his name?—No. 10.

You are quite sure he was not incapacitated that night?—I did not visit him myself; Mr. Read, the chief officer, visited him; he was not in my watch.

Mr. *Cumberland.*] Were you satisfied, so far as your observations went, with the conduct of the men of the coast-guard at Northend on the 30th and 31st of August?—Quite satisfied myself.

You are not aware of there having been any neglect of duty, or absence from duty?—Not to my knowledge; there was nothing of the kind when I went along; I always found them correct.

Did you hear of any plunder having taken place of these things that were brought from the "North"?—Not until such time as Captain Simpson came down.

You had no reason to suppose at that time (that is, about the time of the wreck) that any plunder had taken place; is that what you mean?—Yes.

Do not you think that, considering the numerous boat-houses that are on the beach at Northend, that goods might, supposing several boats were landing together, be conveyed away without the coast-guard men seeing them?—No; we always arrange it this way; to have sufficient officers out always to have some man at every boat.

There are only eight men who were at your station?—Sometimes one boat comes ashore at one time, another at another time; they do not all come at one time; and then we are always prepared.

We do not know whether they did or did not come at one time, they might; several boats landed Thursday and also Friday, and it may have been some of these boats were landing at the same time?—Yes.

I suppose you cannot say that none of them landed at the same time?—Two of them landed at the same time; we had men ready to receive them.

The *Inspector.*] That was the 31st?—Yes.

When the extra man was put on?—Yes.

Mr. *Cumberland.*] If several luggers were lying off the beach waiting for the tide, and they, during the night, sent their small boats or punts ashore, do not you think it would be possible for things to be landed in that way without the coast-guard seeing them?—The man is on guard to receive them.

Would it not be very possible for these small boats to land goods, supposing the lugger to be anchored off at night?—Yes.

And so escape the attention of the coast-guard man?—I do not think it is possible, if the man is keeping a proper look out.

At high water at Northend station what is the distance between the edge of the water and all the boatmen's houses; something very short, is it not?—About ten or a dozen yards.

As much as that?—Some stand a little further back than others.

They are all very much in a line?—Some it might be two or three yards further back than others; they are not all exactly in a line.

But very nearly?—nearly so.

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It would not take a man long to run from his boat, when she was beached, into one of these houses?—No, very little time.

About half-a-minute? — Yes, about half-a-minute.

Do not you think in that way goods might be made away with without the coast-guard discovering it?—No, the man is there; sometimes one man, sometimes two. It all depends where luggers come ashore. We know when there are wrecks on the sand.

I only wish your opinion upon it?—Each man that has got the guard sees everybody that comes ashore.

The *Inspector.*] Where from? — From the Northend guard.

That is to say, he can see them come into the shore?—Yes.

But he cannot see them coming right up to the stages; and when one vessel is in at the stage, he cannot see another coming in?—Yes he can; he is patrolling there.

If he is searching one lugger at one stage, he cannot see another lugger that is coming?—In ordinary times; but in the case of wreckage there is more than one man then.

Captain *Hunter.*] You say there was a large number of boats off on Thursday, and some of them you saw at the wreck?—Yes.

Did you see any of those boats come ashore?—None of them came ashore Thursday afternoon.

Then there must have been a great many boats off after dark?—There were some boats off, of course, I do not know how many, when there is a fleet in the Downs.

A good many vessels went to the wreck, and they did not come ashore till after dark, is that true?—That is true.

Mr. *Cumberland.*] I believe your duty, as a coast-guard officer, is more particularly directed to the prevention of smuggling, is it not?—Yes.

I mean to say, you would pay more attention to the cases of tubs of spirits, or anything of that kind, being landed than if sails, or ropes, or anything of that kind is brought?—Our duty is to assist the receiver, when it does not interfere with the duty of the Customs.

But your main duty is to protect the revenue of the Customs?—Yes.

You do not consider you are bound to take any special precaution in cases of wreck, unless you are requested by the receiver to do so?—We are not requested by the receiver of wrecks to do so. We consider it part of our duty, if it does not interfere with the other part; if any wreckage comes, we report it to the receiver of wrecks.

Did you, as a matter of fact, receive any special instructions from or through the receiver of wreck?—On this occasion none; we never did.

The *Inspector.*] Or from anybody else on the 30th of August?—No.

Mr. *Cumberland.*] Then you received no instruction from anybody with regard to the wreck of the "North" until the 31st of August?—We never received any instructions from any one; the officer is to act as he thinks proper.

Mr. *Edwards.*] Did you ever receive instructions from the receiver of wrecks?—Never.

Never since you have been there?—No.

One of your men, if he has a boat coming ashore, does not wait until the boat comes ashore, but he goes down to receive it?—He goes down to receive it if he can get there in time.

But as a rule he is there when a boat touches the beach?—Yes.

What sort of a night was it, the night of the 30th? — The wind was variable during the night.

The *Inspector.*] The night of the 30th and the morning of the 31st?—The wind veered from north-west to south-west, if I do not mistake.

Mr. *Edwards.*] And it is the rule when a man goes off duty to report to his successor what boats are on?—Yes.

So that the man who comes on duty may be on the look out for the boat coming ashore?—Yes, that is the regular rule; if a man gives charge of his beat, he reports what boats are off, so that they may look out for them when they come ashore.

The *Inspector.*] According to this journal, at day-light on the morning of the 30th, the power of the wind was seven?—Yes.

At noon on the 30th the power of the wind was three?—Yes.

And at sunset it was up to four?—Yes.

It was cloudy both at noon on the 30th, sunlight the 30th, at midnight the 30th, and on the morning of the 31st at daylight?—Yes.

Captain *Hunter.*] It is all moderate, except that at seven?—Yes.

The *Inspector.*] Do you remember whether it was raining when you were out that night?—I do not think it was. I do not recollect it; not to my knowledge.

Mr. *Fox.*] Do you remember the date the last goods were received on the beach in your district?—I do not. I was not at home; I was away at gun-drill.

When did you leave?—I left the 10th.

The 10th of September?—I think it was the 10th, if I do not mistake. I left on the Monday morning.

JOHN MORRIS, recalled; Examined by the *Inspector.*

J. Morris.

YOU were on duty at 7.30 on the night of the 29th of August?—Yes.

And with you were Young and Berry?—Yes.

Which station had you got? — I had the Northend.

Where does that go from; from north end of Sandown-terrace to where?—From Northend to the "Mary Ann" stage we call it.

How far is that from the Pilot Office?—Some distance.

Is it near the Royal Exchange?—Yes, it is not very far from the Royal Exchange.

So that you would have about 530 yards?—Somewhere about that.

What time were you relieved?—Four o'clock in the morning.

Do you remember who relieved you?—John Flynn.

When did you first observe that the ship was wrecked on the Goodwin Sands?—At 12.30 in the day.

What time was it day-light; was it day-light before you were relieved that morning?—It was not

ot very good daylight; I could not see the ves-l on the Goodwin Sands.

At that time, when you were relieved, can you ıy with any certainty what boats were off from heir stages?—No, I cannot.

How many stages are there in that 530 yards eat?—Do you mean with capstans?

Yes; that is what you mean by a stage?—ighteen; I should have 18 stages.

Captain *Hunter.*] Besides the places for the alley punts?—They heave up at the same stage.

You mean 18 stages for the luggers?—Yes; ut they heave galley punts and all.

It does not mean 18 vessels only?—No.

The *Inspector.*] Can you tell how many lug-ers there are at those 18 stages?—Seven.

Give me their names?—The "Mary Ann" is ıe first.

That belongs to Roberts?—Yes. The next the "Fly."

That is Ashington's?—Yes. The next is the Mexborough"; and the next is what they call he committee boat; the "Tiger" is her name.

What do you mean by committee boat?—She a large boat that takes off anchors and chains hat belong to a committee of Deal people, who ave got her; she never goes off except to take nchors.

That is four?—The next is the "Little Won-er"; the next is the "Early Morn"; and that all.

That is six?—Yes.

What galley punts are there?—The "Globe," he "Stork," the "Neptune," the "Imperatrice," elonging to Roberts; and there are two or three mall boats between that.

Is that the same Roberts that the "Mary Ann" elongs to?—Yes.

Is she the same galley punt that belongs to the Mary Ann"?—Yes.

And comes up to the same stage?—Yes. The ext is the "Skip Jack," the "Elizabeth"; then here comes the "Susannah," and the "Foun-ain."

Do you know Foster's store?—Yes.

Is the "Susannah" stage exactly opposite oster's store?—Yes; exactly opposite.

And her owner's name is Edwin Erridge?—es.

Is he a bumboatman?—Yes.

Can you say whether that boat was off that ight?—No, I cannot; but she is a boat like his, that goes off at day, and comes ashore gene-ally about night, and she is a bumboat.

She is rigged as a galley punt?—She is the ame as any other galley punt; he has two or hree.

At the same place?—Yes.

What are his other boats?—He has got the Fountain," and a boat called the "Liberty," which is between a galley punt and a punt.

Any other boats; I see the "Liberty" is tated to belong to Ralph Erridge?—That is his on; there are several boats, but I cannot call hem to mind.

How many more do you think there are?—ix or seven galley punts.

Are there any four-oared galleys?—Yes; everal.

Any belonging to Erridge?—No.

Or the "Faith"?—There is the "Faith" gal-ey punt.

Where is she?—She is the outermost stage ut one.

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The Northernmost?—Yes; there are three galley punts belong to a man called Bowbyas. *J. Morris.* 21 May 1867.

As far as you know, did any boats come ashore during your watch that night?—No; I do not remember them.

You had not to search any boats that night?—I might have done.

But you do not happen to remember searching any?—It is very likely I had some searched, but I do not remember it.

The journal does not tell you that, and you do not remember it?—No; if there had been anything remarkable, such as a passenger coming ashore, I should observe it, but such a thing as jumping into a boat and scrutinising the men you cannot recollect.

Do you remember what sort of a night it was?—I cannot remember.

Was it not raining?—I cannot say.

You went off duty?—About 4.30.

And you came on duty about 12 that day?—Half-past 12, and relieved the man.

Which station did you have then?—The same station.

Were you on that station from 12.30 to 7.30?—Yes; except for half-an-hour I was relieved for tea.

Who relieved you at that time?—I cannot say.

Can you tell me what boats were off their stages during your second guard?—I do not remember.

Can you remember anything about the "Susannah"?—No.

Did any goods come ashore, as far you remember?—Very likely they did, but that I cannot remember.

You went off duty at 7.30, and did not come on again till four in the morning, of the 31st?—Yes.

On the morning of the 31st, when you came on duty there were four of you on duty?—No; three day-watchmen.

At four, was not Phillips put on?—No.

You went off duty again at 12.30?—Yes.

During the time did any boats come ashore?—Yes.

Did you have the same guard?—Yes; and several boats came ashore; several that I can remember came from the wreck.

Did the "Globe" come ashore then?—Yes.

What had she got on board?—Metal sheathing.

Do you remember what time she came ashore?—I think about 20 minutes after 11.

She was a galley punt?—Yes; belonging to Roberts.

Was she at the same stage as the "Imperatrice"?—Yes.

She belonged to Roberts?—There are three or four Roberts's.

How far is the stage of the "Imperatrice" from the stage of the "Globe"?—That is north, and the other is south; the one is to my right extreme.

Is that the "Globe"?—Yes.

And where the "Imperatrice"?—She is the first boat from our watch-house, north.

Can you remember what time the "Imperatrice" came ashore?—She came ashore after 12.

Had you done searching the "Globe" before she came ashore?—Yes, some time.

Was there anything came ashore between the

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"Globe" and the "Imperatrice"?—Yes; the "Skip Jack."

What time did she come ashore?—She came ashore about just before 12, a quarter before 12, or 20 minutes, something like that.

You say the "Globe" came first?—Yes.

What time did she come?—About 20 minutes after 11.

And next to her came the "Skip Jack"?—Yes; she came about a quarter before 12.

Then came the "Imperatrice" after 12, did you say?—Yes.

What time?—About a quarter or 20 minutes after 12.

What was the next?—That was all I had to do with; but I had some boats before that at four in the morning.

What boats came ashore at four in the morning?—When I was called out, I observed the "Lord Clarence Paget" hove up; she was off my guard, but as I had nothing else to do I went down to see what they had in her.

Did you search her?—No; I did not search her.

Who did?—Thomas Berry

She came ashore in the night; it was hardly daylight, I suppose?—Tom would tell you; he was there.

Her stage is just down by the watch-house?—Her stage is away to the Custom House watch-house.

That must be on the extreme south?—It was not on my guard at all. I went to her assistance thinking she had been to the wreck.

Did you have anything to do with the "Princess Alexandra"?—Yes.

When did she come ashore?—That was eight o'clock, Friday night.

The only vessels that came ashore during your watch in your beat were the "Globe," the "Skip Jack," and the "Imperiatrice"?—That is all that came during the time I was there.

In your beat?—Yes, on my guard.

Did you find any live stock on board of their boats; did you know in whose boat the live stock came?—I did; a man of the name of Berry saw something of it.

Did you take the things that you found in these boats out yourself?—No.

What did you do with them?—I stood by and saw them taken out.

Did you see them taken to any particular place?—To the receiver of wrecks.

There was some copper sheathing in the "Globe"?—Yes.

Did you see that taken to the receiver of wrecks?—Yes, and taken to his store.

Did you go with the person who took it?—I went with the conveyance.

How long were you about that?—I merely walked to Mr. Hight's, and told him I had some copper out of the "Globe," and he took it and weighed it.

Was it weighed in your presence?—No; I cannot say that it was, because as I saw the other boats coming I went away.

Had the "Skip Jack" landed before you got up to her to search her?—No; I was there on the full beach to receive her.

What state was the tide?—It might be about two hours ebb, but there was water enough to cover the sand.

Do you search all boats that come asbore?—Yes; on guard.

If a boat comes ashore, and they say "We have this rope and canvass from a ship in the Downs," what should you do?—I should ask, "Did you buy it or exchange it?"

If they said they bought it or exchanged it, what then?—I should think no more of it if there is no value in it, because they go off and exchange bread and things for it.

There is a considerable value in old rope?—But we do not take notice of it.

You have been 10½ years in the service?—Yes.

Have you ever seen any large piece of canvass brought ashore not admittedly from a wreck, but have you ever seen large pieces of canvass brought ashore from ships in the Downs?—I cannot say I ever did.

Have you ever seen pieces of large rope?—I have seen pieces of old hawsers and bass rope, and Manilla, and all that, but it has been very old.

Have you ever seen any lengths of rope brought ashore in that way?—I have seen lengths of old running gear.

What is the largest?—Four or five fathoms.

Not more?—No.

You never saw anything like 20 fathoms or anything of that sort?—I do not know that ever I did.

Mr. *Cumberland.*] Did you on either of these days, the 30th or 31st August, see any attempt to plunder the goods that were brought from the "North"?—I cannot say I did. I cannot say that.

Did you hear of any complaint having been made at that time of the goods having been surreptitiously removed?—The first complaint I heard was that Captain Simpson was down here making a little noise about the plunder from the "North."

And before that you heard nothing?—I cannot say that I did.

The *Inspector.*] Would you search the persons of the boatmen unless they were very bulky, and excited your suspicion?—No; if I stand atop of the beach and see a man bulky, I should ask him to make a search, and if he did not, I should take him to the watch-house, which I have done many a time.

Would the fact of a man having two suits of clothes induce you to search him?—If he had two jackets on.

If he seemed to have more clothes than usual, would you search him?—I might say, "Where did you get this coat from?" or perhaps I might not.

Of course such things as carpenter's tools and things of that sort might come in the pockets of coats, and you would not search them?—If I saw anything hanging down I should.

Mr. *Cumberland.*] Suppose you did see clothes in the possession of a boatman, and they said it was their own clothes, you would not take any further steps?—I should almost know if it was their own clothes; if I saw a monkey jacket lying in the boat I should know it belonged to this man.

Mr. *Edwards.*] You mean from the style?—Yes; but if I saw a suit of black clothes there I should know it did not belong to them, because I should know they would not take it in a boat.

The *Inspector.*] When you searched the "Globe," and the "Skip Jack," did they hand out the things to you?—They got in, and hove the gear out, and then they stopped about. I said, "What are you waiting for?" They said, "There is a cart coming," and I saw the cart come,

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ome, and they put the whole of it in as I stood y, and I saw it go to the receiver of wrecks.

Where was the cart coming from?—The porter oes and fetches a small hand cart.

Did you go on board the "Skip Jack" and he "Globe"?—Yes, two or three times.

I mean the same time?—Yes.

As far as you can judge it was quite impossible or them to have brought any ships' instruments shore?—Yes; there was a signal chest there, and said, "What has become of the flags," and hey said they did not know.

That came from the "Skip Jack"?—Yes.

You are not content with what they hand out s having come from the wreck, but go in and ook yourself?—Yes; we must do it, because I could not say to my officer "I have searched."

Mr. *Edwards.*] How long does it take to earch a boat?—Ten minutes or five. If it is a ig boat it takes 20 minutes.

The *Inspector.*] What ballast had they?—Bags, two tiers, and in the large boats they have hingle.

Mr. *Edwards.*] You said Erridge's boat generally came ashore at night?—Yes; she is not a boat that stops off all night the same as all the rest do.

She came ashore in the evening?—Yes, because he deals in bum boating, he must go off two or three times a day, but on the average he is home by seven or eight o'clock, because he cannot bum except in the daytime.

There is generally a man at the watch-house?—Yes; except he is away at a boat.

And if he saw a boat coming ashore near the watch-house, he would go down to it?—Yes.

The *Inspector.*] Your station comes up to No. 1 Battery, does it not?—It did not then; it came to the end of Sandown Terrace.

Was there a north end station further on than that?—No; the end of Sandown Terrace was our extreme.

Here is an entry, 8 p.m., No. 6 conferred with No. 8, of No. 1 Battery?—Yes.

Did you confer with any man from No. 1 Battery that night?—If there were three hands out I did; if there were four I did not, because the fourth man would take up that north-end guard and take some of the boats from me.

Mr. *Fox.*] How long have you been in Deal?—Ten and a-half years.

GEORGE YOUNG, Sworn; Examined by the *Inspector.*

G. Young.

How long have you been in the Coast Guard Service?—Twenty-four years.

And how many years have you been stationed at Deal?—Four years and ten months.

And where were you before?—At No. 2 Battery.

Towards Shingle End?—Yes.

Have you been during all your 24 years on this coast?—Within six months.

Are you a native of this country?—London I belong to.

Were you out on guard with Morris and Berry on the night of the 29th August, and the morning of the 30th?—Yes.

Which was your beat?—The centre.

That is from the Royal Exchange down to where?—Down to the old pier.

That would be 394 yards?—Yes.

What boats, first of all, what luggers have you got in your district?—There would be the "Seaman's Hope," the "Topsy," and the "Princess Alexandra."

Only those three?—Only those three.

What galley punts have you got there?—There is the "Pearl," the "Forester," the "Swift," and the "Seaman's Pride."

Is that all?—There are two smaller ones, one is called the "Wave."

That is a four-oared galley?—No; a small galley punt.

That belongs to Brittenden, too?—His name is on it, she is not on that beat now; she was at the time.

What was the other?—A small one called the "Eliza and Anne."

What is the tonnage of the galley punts?—I have no idea.

What draught of water have they got?—That I cannot say.

Are those all the galley punts that you are aware of?—There was another one on the stage at the time, but she is not there now, called the "Palinurus."

Can you remember whether any of those boats were off from their stages during your night watch?—On the 29th?

On the 29th or 30th?—No, I believe they were all on the stages.

They had been there all night?—Yes.

Had you seen them when they came on duty?—Yes.

And you saw them when you went off?—Yes.

Galley punts and all?—Yes.

Are there any four-oared galleys on that beat?—Yes.

Should you have observed them if they had been off?—Yes; we always look along to see what boats are off when we leave, so as to acquaint the man that relieves us.

Do you look as you come on duty at it, or take it from the man who you relieve?—We generally take it from the man who leaves, and then walk along.

Does he give you a list, or by word of mouth?—He would mention it.

Would he mention what four-oared galleys are off?—Yes.

Or what paddle punts were off?—No.

You think luggers and galley punts, and large four-oared galleys he would be sure to mention?—Yes.

Can you tell me about how many four-oared galleys there are in your beat; is there one belonging to each of the luggers; is that about it?—Yes; and an extra one, I think; not more than that.

Then about four or five?—Yes.

Has Caspall got a four-oared galley?—No.

Has he got a galley punt?—No; but the "Seaman's Pride" heaves up alongside. I do not know that it belongs to him.

Do you happen to know to whom the "Seaman's Pride" belongs?—The name that used to be on at that time was George Porter, I think.

Do you know who the "Seaman's Hope" belongs to?—Caspall is part owner, I believe.

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Do you know who is part owner also with him?—No.

Did you ever hear Thomas Foster was?—No. I think I did hear that a man by the name of Lawrence was partner with him.

Who is Lawrence?—He is a sawyer, and keeps a public-house called the "Sandwich Arms."

As far as your memory can serve you, were not boats you had to look after away from their proper places on that night?—No.

You came on duty, I believe, with the same two men at 12.30 that day?—Yes.

And stayed on till after 7.30?—Yes.

When you came on duty, were all the boats there then?—No.

What boats were off?—The "Seaman's Hope" lugger, and the "Topsy."

Those two luggers?—Yes.

Were any of the galley punts off?—No; I believe they all came ashore; to the best of my recollection, I do not remember any of them being away.

Any of the four-oared galleys?—I cannot remember.

Did either the "Topsy" or the "Seaman's Hope" come ashore while you were on duty?—Not up to the time I was relieved.

Did any other boat come ashore during the time you were on duty?—It is possible there were some of the small boats, but I cannot remember them.

Did you have occasion to search any boats during that time?—No large boats; there might have been some small boats, as there was a fleet of ships lying in the downs.

Would you have been quite certain to have searched a small boat if it came on shore?—Oh, yes.

Can you tell us at all what was the largest piece of canvass you have ever seen brought ashore from ships in the Downs, given in exchange or sold to the men?—I have never seen any to any extent.

If you saw a piece of canvass lying in a boat, and pieces of rope also lying in the boat, and the men were to tell you that they got them from ships in the Downs, would you take any further notice of them?—No.

You would not unroll it, would you?—Oh, yes; we always search everything.

When did you come on duty again?—At four in the morning of the 31st.

And stayed on duty till 12?—Yes.

During that time, what boats came ashore?—The "Seaman's Hope."

Were you on the same beat?—Yes.

Was the "Seaman's Hope" searched?—Yes.

Did you search her yourself?—Me and the chief boatman, Jno. Bossence.

What did you find on board her?—She had a quantity of rope.

What sort of rope?—A little running gear.

Short pieces of running gear?—Yes.

Had you seen her before she came into the shore?—Yes; I saw her the evening before; I think just about 8 she came to anchor.

You saw her come to anchor the evening before?—Yes.

How far from the shore did she anchor?—Nearly in a line with the pier head, to the northward of the pier.

You mean she was as far out as the pier is long?—Yes.

And how far north of the pier?—She was right abreast of the old pier yard.

What time did she come in?—Just before eight; about 7.30, or a quarter to eight.

What time did she come ashore?—The crew brought her to the beach a little before seven.

So that in fact she had come to anchor, and had laid at anchor from 9 to 10 hours at least?—Yes.

Can you be quite certain that from the time you came on duty in the morning, she did not send her small boat ashore?—Yes.

You are quite sure of that?—Yes.

The tide was not right for her to come up at first?—No; when she came in in the evening, she tried to come ashore, but finding there was not sufficient water, she hauled off and anchored.

That was 7.30 or a quarter to eight the night of the 30th?—Yes, just before I was relieved.

Did you see any other boats lying off at that time?—There was another one came in just about the same time, and laid off.

Do you know her name?—I believe it to have been the "Lord Clarence Paget."

Are the "Seaman's Hope" and the "Lord Clarence Paget" the same tonnage?—No.

Which is the largest boat?—The "Lord Clarence Paget."

What is the difference in tonnage, do you know?—No, I do not know the tonnage.

When you came on duty at four, in the morning of the 31st, did you see any more boats lying off?—Not near my stage.

At all; anywhere?—Yes; I saw another lugger lying on the south end.

Do you know the name of that?—I believe it to have been the "Renown."

Did you see any lying at North end?—No.

Could you see down the station as far as Walmer?—I could see the roadstead.

Could you see whether, when you came on duty that morning, there were any luggers lying off Walmer?—I did not take any particular notice of that.

I dare say you confined your attention to your own station?—Yes.

Was the "Seaman's Hope" the only lugger that came in while you were on duty the 31st?—On my guard.

That was the only one you searched?—That was the only one I searched.

Did any galley punts come ashore then?—No.

What is the "Sappho"?—There are two "Sapphos"; one at north end and one at south end.

You had something to do with the "Sappho"?—Yes.

When was that?—That was on the night of the 8th.

From the 30th August till 8th September, was every boat that came ashore in your beat carefully searched by you while you were on guard?—Yes.

Did any boats bring anything ashore between the 1st September and the 8th, which was known to belong to the "North"?—No, not on my guard.

Had you always the same guard?—Oh, no.

Can you tell whether any boat came ashore during that time with pieces of rope and canvass on her which the crew said came from vessels in the Downs?—No.

You are quite sure about that?—None came on my guard.

You

You are quite certain of that?—Yes.

In fact, no rope or canvass of any sort came on shore in boats during that time?—Yes.

This rope which you say came on shore the 8th September, was that in Simon Pritchard's boat?—Yes.

The "Sappho"?—Yes.

What time did she come on shore on the 8th?—About nine o'clock at night.

And you searched her?—Yes.

Is it your practice to ask the boatmen whether they have got anything to declare before you search?—No, not the boatmen.

Do you say, "Have you got anything on board?"—We generally get on board at once.

Without saying anything to them?—Without saying anything to them.

When you got on board the "Sappho" what did you find on board her; three pieces of bass cable?—Yes, large, stout cable it was.

What size was it?—To the best of my recollection, eight or nine inches.

Did you ask where they got it from?—I heard my officer ask.

Was Mr. Read present?—Yes.

What did Mr. Read say to them?—Mr. Read asked where they got it from, and they said they found it entangled among the remnants of the wreck on the sands, and they had to use their choppers to get it clear.

Can you tell us from your observation whether many boats went off to the wreck for what they could save between the 1st and the 8th?—No, I do not remember; it was during the days I was on duty and very squally weather, that no boats approached; not the days I was on duty; I am satisfied of that.

Did Mr. Read say anything when they mentioned the way they had found it, as to asking the reason why they had been there, or anything of that sort?—No.

Could you see whether it was very wet rope?—Yes.

Do you think it might have been sunk?—Oh, dear no, it was chopped, with the sand on it, it came from the sand.

Captain *Hunter.*] So it would be if at the bottom?—But it was chopped to get it clear. I do not think it was possible it could have been sunk.

You say the weather was very bad on the Goodwin?—Not at that time; up to that time.

You think it had been on the Goodwin all those days?—That is my impression.

Mr. *Cumberland.*] You only judge from what you were told?—That is all.

The *Inspector.*] Were you drilled on the 31st?—I was at gun-drill on the 10th.

There is an entry here "drilled the crew with cutlass"?—Yes, we drill once a week.

How long does that take you?—An hour and a-half, or two hours.

Are all the crew drilled?—Except those on duty.

And you were not on duty at that time?—I was at drill; what day is that?

Friday, 31st?—I was on duty; I was not drilled.

Are those all the boats you have searched or had anything to do with?—Before the "Seaman's Hope" came ashore, I assisted at the "Lord Clarence Paget."

And found some things in her?—I did not search her.

Of course you searched the fore peak?—There is no fore peak to the "Seamen's Hope."

There is in the "Lord Clarence Paget"?—Yes, in the "Lord Clarence Paget."

Is there a light there, or is it quite dark?—It is light enough; you can open the hatches.

You can see all round it?—Oh, yes, very plain.

There is a place in the "Lord Clarence Paget" in which there is a moveable board?—The ballast board.

No?—The well.

Captain *Hunter.*] Before that?—The stern sheets.

No, abaft the fore peak?—That covers the fore hold as they call it.

The *Inspector.*] Can you say whether that was searched?—No; I was not present when the boat was being searched.

Had any of the boats that you searched got that same recepticle?—No.

The "Seaman's Hope" has nothing of the sort?—All she has is what they call the caboose; that is a kind of box, a sleeping berth; you have to crawl in on your hands and knees to get into it.

Did you go into that?—I did.

Had you a lantern with you?—I did not require it.

Was it light?—Oh, yes.

Captain *Hunter.*] When the "Seaman's Hope" and the other lugger laid off all night, had they their crews on?—I do not know, about one; just as the man relieved me I saw a punt with a crew coming from the "Seaman's Hope."

They did not remain on board?—No.

Mr. *Cumberland.*] Did you at any time after the wreck of the ship, but particularly on the 30th and 31st of August, hear of any plunder of the goods brought from the "North" having taken place?—No.

Not at any time?—No.

Were you aware of any inattention or neglect of duty on the part of any of the men belonging to the coast guard force at north end at that time?—No.

The *Inspector.*] Did you hear of any ship's instruments coming ashore at Deal during that time?—No.

Captain *Hunter.*] Sextants or barometers?—No.

The *Inspector.*] None at all?—No.

Have you seen any in anybody's possession since the wreck?—No, I do not remember having seen anything of the kind.

No barometers?—No.

Or chronometers, or anything of that sort?—No.

Captain *Hunter.*] You say the "Seaman's Hope" had small pieces of rope on board?—Yes.

Had the rope been recently cut?—Yes.

In small lengths?—Yes, it was all cut.

What lengths?—Some a fathom long; some three fathoms.

And that came from the wreck?—Yes.

THOMAS BERRY, Sworn; Examined by the *Inspector*.

T. Berry.
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How long have you been in the Coast Guard Service?—Sixteen years.

And all the time at Deal?—No.

How long at Deal?—Five years and nine months.

And where else?—At North Shore.

What, here?—Yes.

Any other place on this coast?—Sandwich.

All on this beat?—All on this beat.

Captain *Hunter*.] From Ramsgate to the South Foreland?—The other side of the South Foreland at Cornhill.

The *Inspector*.] You came on duty with Morris and Young on the night of the 29th?—Yes.

And you had the southern beat?—Yes.

That is from the Old Pier down to the centre of Deal Castle?—No, not that, but from the Custom House watchhouse to Deal Castle.

That is about 650 yards, your beat?—I believe it is.

Is there any portion of the beat that has not got a guard to it?—No.

Tell us what luggers you have got on your south end?—There is the "Briton's Pride," and "England's Glory," the "Albion," the "Reform," the "Renown," and the "Dart."

And the "Princess Royal"?—Yes.

The "Lord Clarence Paget"?—Yes.

And the "Tartar"?—Yes.

How many galley punts have you got?—The "Orphan Boy," "Lloyd's," the "Confidence," the "Albert," the "Sappho," the "Leander," and the "Britannia."

And the "Shibboleth"?—That is a galley. That is all the galley punts there are.

Have you not got the "Phoenix," the "Hope," the "Albion," and the "Teviot"?—No, that is on North-end.

All those are the galley punts you have got that you have given us?—That is all.

The "Gipsy Girl," where does she belong to?—I do not know any such name for a galley punt.

She belongs to James Robertson?—She hauls up this side of the public-house called the "Fox," but that is not my beat.

How many galleys are there; I do not want the names of them?—Six, I believe.

How many stages are there?—There are two luggers hove up at one stage.

Which are those?—The "Briton's Pride" and "England's Glory."

When you went on duty at seven o'clock on the night of the 29th, were any of those luggers off?—No, not one.

You are quite sure of that?—No, not a boat off from the beat.

You are quite certain of that?—Quite certain.

When you were relieved at a quarter past four the morning of the 30th, were any boats off then?—Not one, but one four-oared galley, and she went off about three o'clock.

Which was that?—The "Alexandra."

Was that Richard Haymens'?—Yes.

Did you see which way she went?—She stood away to the southward.

You could not tell, of course, whether she went to the Downs, or where she went?—No.

You are quite sure she was the only vessel off?—I am quite certain there was no other boat

You were off duty till half-past 12 that day?—Yes.

When you came on duty again at half-past 12 you were at the same beat?—I went to the same beat.

Were any of the boats off that you know about?—There were three.

What were they?—The "Albion," the "Renown," and the "Lord Clarence Paget."

And none of the others were off at all?—No.

Did any of those boats come ashore?—The "Albion" came ashore about seven o'clock.

Did she lie off before she came ashore?—No, she came right ashore.

The tide served her?—Yes.

As soon as she came ashore, did you go down and search her?—I went down to the beach till they hove her out of the water.

What did you find upon her?—A large hawser and some more rope.

Had she a fore peak?—Yes, she had a fore peak.

Had she a covering over the main hold?—Yes, a platform.

And a plank to lift up?—Yes.

Did you examine the fore peak?—Yes, I did.

And did you examine the other part?—Yes, I did, and spitted her ballast.

Did you find anything except the hawser and the bass rope?—Yes; there were six small pigs in a little box.

What did you do with the pigs?—As soon as I got them on the beach I looked to see what was in the box, and I saw there were six small pigs, and when I got into the boat a man picked up the pigs and away he went with them. I made it known to Mr. Hight, and he said he could not take them in.

Then the pigs have never been accounted for?—No.

Who was that man?—His name was George Goldsack; they were very small things; they were in a square box.

Captain *Hunter*.] Was that the new hawser?—Yes; the new hawser that his boat had in, the 13-inch hawser.

The *Inspector*.] Whom does the "Albion" belong to?—Spears.

The hawser had not been cut off?—No, not damaged at all.

What was the other rope that was there?—Bass rope.

No topsail halyards?—She had nothing of the sort in.

You are quite sure it was not a topsail halyard?—I am quite certain there was no topsail halyard in her.

What was the other, Manilla?—It was bass rope.

What size rope was it?—About 4 inch or 4½.

Was it cut up in several pieces?—No; a piece in the length.

Captain *Hunter*.] That would be a topsail halyard?—No; I know a topsail halyard.

Was it kyar rope?—Yes.

The *Inspector*.] What rope do you think it was?—I do not know what it was meant for, but I know it was not topsail halyard.

Was there any length of it?—There might have been 14 or 15 fathoms of it; I do not know what the weight was, I am sure.

Captain

Captain *Hunter.*] It must have been pieces?—It was all in one piece.

The *Inspector.*] How many men had the "Albion" got on board?—That I do not know.

You are quite certain her punt had not come ashore before her?—Her punt put ashore on purpose to get the rope out.

Has she got a galley punt belonging to her?—No.

She only has her punt?—She only has her own punt.

What did you do with that hawser and rope?—I gave it in charge to Robert Read, the man who relieved me.

Did either the "Renown" or the "Lord Clarence Paget" come on shore, or come in and lie off at anchor before you were relieved that night?—I saw the "Lord Clarence Paget" come in and bring up.

Where did she bring up?—She brought up this side of the new pier towards her stage.

And the "Renown," did you see anything of her?—No, I did not.

Then you came on duty again the next morning?—Yes, at four o'clock.

What sort of weather was it when you came on duty the next morning, the 31st?—That I cannot say.

Can you say whether it was wet or not?—It was not wet.

Was it hazy?—Yes, a little hazy.

Did you see any lugger lie off at that time?—Only the "Lord Clarence Paget" and the "Renown."

They were both lying off?—Yes.

Did you see the "Seaman's Hope" lying off too?—Yes, she lay just this side of the "Lord Clarence Paget."

Were those the only luggers you saw, not only on your own beat, but all along the North end beat?—That is all.

Did you see what boats came ashore from any of those luggers?—No.

What boats came ashore while you were on duty the 31st August?—The "Lord Clarence Paget."

Was that the only one?—That was the only one.

You helped to search her?—I searched her myself.

And you went into her forepeak?—Yes; I took up her platform and threw out everything she had in.

How deep is the hole under the platform?—When the ballast is out, about three feet.

You can reach down and feel everything round it?—Yes.

What is the usual crew of the "Lord Clarence Paget"?—Sometimes they go off with eight hands, and sometimes more sometimes less.

Do you know what she went off with that time?—No, I do not; I did not see her go off.

Did you hear about any other live stock?—No, none at all.

Anything about some geese?—No, I never saw one.

Did you hear anything about them being brought ashore?—No.

Mr. *Cumberland.*] You did not see any people walking about with ducks under their arms?—No.

During that time, from the morning of the 30th, and for some days afterwards, did you hear or know of any attempt to plunder or illegally remove the goods that had been brought from the "North"?—None.

Did you at any time afterwards hear anything of it?—No, none at all.

Did you hear any complaint of inattention or neglect of duty on the part of any of the men belonging to the coast-guard force?—No, none at all.

The *Inspector.*] Did you not search a boat called the "Princess Alexandra"?—I did; I assisted John Morris, the chief boatman.

What day did you search her?—The Friday night.

What time did she come ashore?—About eight o'clock.

That was after you relieved?—Yes; he was on the beach when I relieved the man.

What did you get out of her?—Forty-five bags of rice, some sheathing, and four blocks.

Do you remember whether some people came ashore in her?—No; I do not recollect that she was on the beach when you saw her.

Captain *Hunter.*] How much sheathing was there?—I cannot tell what it was; I conveyed it to Mr. Hight's store.

You carried it?—No; I went along with the man.

The *Inspector.*] You do not know anything about the "Sappho"?—At North end; I know the boat very well.

Is there anything that you know more about this business of the "North"?—No, only the "Mayflower"; she brought two guns ashore and some old iron.

Two guns?—Two cannonades belonging to the ship.

Did you search her?—I did.

What time did she come ashore?—That was on the Saturday.

Do you know when she had left?—No.

She is a galley punt?—Yes.

Is she on your beat?—No; she is on the North-end ground.

And you were on the North-end station when she came?—Yes.

Was she off from the North-end station when you came on your beat?—She was.

Do you know at all how long she had been away?—No.

You did not happen to ask?—No, I did not ask the man.

What time of the day, was it on Saturday when she came?—In the afternoon.

Had you gone on at four in the morning?—No; I came on at half-past 12 that day.

You were the off man?—I was in the yard.

Whom did you relieve?—I relieved a man of the name of Flynn.

Did the people of the "Mayflower" say anything about where they found the cannonades?—They had been putting rice aboard a lighter belonging to Dover, and they got the guns out after getting the rice out when the lighter was forced to get away.

Those were the only boats you had anything to do with?—That is all.

As far as anything was brought to your notice, no other goods were ever brought from the "North"?—No, not that day.

Or any other day?—Or any other day.

Did you have anything to do with the things that were brought ashore the 8th September?—No.

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Nor later?—No.

Do you know a man called John May?—I do know a John May.

Is he the owner of a boat?—Yes; he has got his name on the "Early Morn."

What is she?—A lugger.

She comes from the North-end station?—Yes.

Do you know anything of a man called Staunton?—No, I do not know him.

Or a man called Henry Marsh?—I know one Henry Marsh.

Where does he live?—He lives right facing the "Crown" public-house.

Where is the "Crown"?—Aside of the old sea wall.

Is that north or south?—It is the centre.

Does he keep a boat?—He is part owner of the lugger called the "Mexborough."

Do you know a man called Richard Riley?—Yes, I know him very well.

What boat does he belong to?—He goes off in any boat; he does not confine himself to any one boat.

Is there one boat he goes off in more than another?—No; sometimes he goes in one and sometimes in another.

Is he not employed much by Thomas Foster?—I do not know.

Do you know a man called Mackey?—I know Mr. Robert Mackey.

What is he?—A painter and a publican.

Has he got anything to do with a boat?—Not that I am aware of.

Captain *Hunter.*] Do you know Foster?—Yes, very well.

The *Inspector.*] Do you know a man called Beany?—I do not know as I do.

Captain *Hunter.*] What is Foster by business?—He is a fishmonger.

Anything else?—A marine-store dealer.

The *Inspector.*] Do you know a man of the name of Neaves?—No, I do not know the man at Mr. Hight's.

Mr. *Edwards.*] How many stages are there at the South-end beach?—Eight or nine, I do not know which.

They are altogether?—All right in a row, all but one, and that stands in at the back of the "Port Arms."

JOHN FLYNN, sworn; Examined by the *Inspector.*

J. Flynn.

How long have you been in the Coast-guard service?—A little better than five years.

All that time at Deal?—No.

Where have you been besides?—Two years and a-half at St. Nicholas' and two months at Westgate.

And how long at Deal?—Two years and a-half.

You were on duty on the morning of the 30th August?—Yes.

You came on duty at about 4.15?—Yes.

Whom did you relieve?—John Morris.

And you took the North-end guard?—Yes.

How long were you on duty?—From that time till about half-past 12, except about an hour to breakfast.

Was that between seven and eight o'clock?—Between eight and nine.

When you came upon your beat, can you remember whether any of the boats that land at the North-end stages were away?—I do not know that any were away.

Can you say they were not?—No, I cannot say they were not. They generally go away early in the morning, but we take no note of those that go away.

Captain *Hunter.*] I thought you told each other?—We tell each other, when we relieve, how many are away.

The *Inspector.*] Do you tell each other the names of the boats that are away?—Yes.

Did Morris tell you any boats were away when you relieved him?—I believe there were none.

He did not tell you of any being away?—He did not tell me of any being away. If there had been he would tell me.

Did any boats go off from the North end beat while you were on duty?—Not from the North-end, only the life-boat, and that was off our guard, that was to the northward.

Were there no boats at all, neither galleys, galley punts, nor luggers, from the North-end beat from 4.15 to 12 o'clock on the 30th August, on the day of the wreck?—Not that I am aware of.

Captain *Hunter.*] You were going to say they went off, did that mean from another beat?—I noticed the lifeboat, the "Reform" lugger, the "Albion," and the "Leander" galley punt. They were not on my beat. I do not know of any that went off my beat that morning.

The *Inspector.*] Neither galleys, nor galley punts, nor luggers?—Not to my recollection.

Captain *Hunter.*] You are not positive they were not?—No, I cannot be positive.

The *Inspector.*] Did any boats come ashore during that time?—Not that I am aware of.

Do you know a boat called the "Susannah" belonging to Erridge?—Yes.

Was she off during that time?—I do not think she was. She was an old boat, but had been on the beach for a long time, a very little used.

He has another boat, the "Fountain"?—Yes.

Is the "Fountain" drawn up at the side of the "Susannah"?—Yes.

Was the "Fountain" away?—Not that I observed.

Did you observe the wreck of the "North"?—Yes.

What time did you first observe her?—It must have been six o'clock; I could not see her from my guard in the yard on account of the tier of ships which lay between her and me. I could not see her till I went clear of the yard and on the beach.

How long did you stay in the yard?—From the time I heard the life-boat bell ring. When I heard that I reported to Mr. Read, an officer, that must be a ship on the sands. As I heard the life-boat bell, I looked along from the watch house and could not see her, and after that I went along the beach and saw her then.

How long did you continue to watch her?—Occasionally.

When was the first time you ever saw any boats about her?—Late in the forenoon.

Just before you were relieved?—Yes.

Had you seen any boats go off?—They were not alongside of her. Those luggers went off and could not get alongside; the life-boat got alongside.

I want you to tell us what you saw, not what you

you have heard since, how many boats, not at your stages, but at other stages did you see go off from Deal before you were relieved?—Two luggers and a galley punt.

Those were all you saw?—Yes.

Did you see the way they went?—They went in the direction of the wreck.

Were there any boats went off during the time you were on your beat, to the ships in the Downs?—Not that I took any notice of.

Would you have taken any notice of them if they had gone off?—I may have taken notice of them, or I may be employed in looking at the wreck.

And you may not have taken notice of them?—I may not have taken notice of them going off.

If they had been going to the wreck, would they have sailed a different course than they would have done if they had been going to ships in the Downs?—Yes; they would have made direct to the wreck.

Captain *Hunter.*] I thought you said there were some vessels between you and the wreck?—Yes; they would have gone between them.

The *Inspector.*] Unless you had watched the boat from the time it started, until it got to the wreck, could you have told whether the boat at starting was going to the wreck or to the Downs?—No.

Do you say that the two luggers and the galley punt, of which you speak, went to the wreck, because you saw the direction in which they were going, or because you have heard since they did go to the wreck?—The commotion that was caused by the wreck being there, and the excitement the people were in; they flew to those boats with the very intention of going there.

You did not hear what happened before they were launched?—No.

Did you help to launch them?—No.

Are you quite sure?—No, I did not help to launch them.

Did you go down to see them launched?—No, I did not leave my guard to go to them.

Then, as far as you know, no boats went away from your beat, and no boats came on your beat, during your watch that day?—No.

Who relieved you?—Morris, I believe, at 12.30.

When did you go on duty again?—Friday afternoon, at half-past 12.

And for 24 hours you knew nothing of what was going on, I suppose?—No.

Did you relieve any man to breakfast in the morning during the 24 hours?—I cannot remember that; if I was in that night, I had to relieve the guard to breakfast.

But you do not know who it was you relieved?—No.

When you came on duty at half-past 12 on the Friday, did you go to the same guard you had been on before?—Yes.

What boats had been off then?—The "Early Morn" lugger, and the "Mexborough" lugger, the "May Flower" galley punt, and one of Bowbyas's punts, just come to the beach, as I relieved.

Which one was that, the "Sappho"?—Yes, the "Sappho," or the "Hope," or the "Faith"; one of those three, I know.

Did any of them come up during your watch?—Directly I relieved the watch at half-past 12, I saw one of Bowbyas's.

Was that the "Sappho"?—The "Sappho" or the "Hope"; I will not be sure which.

Did you search her?—Yes.

Are you quite certain of that?—Yes.

Did anybody search it with you?—No, not this galley punt.

Was there anything in it?—Yes.

What?—A portion of a ship's windlass.

Captain *Hunter.*] You mean the ironwork?—Yes, the iron barrel.

The *Inspector.*] It was the "Faith," was it not?—It was one of the three.

You found a chain winch?—Some iron.

Captain *Hunter.*] Was it a fall plate; had it a notch in it?—No; it was the upper part of the windlass, where the handle goes.

The cross-head, as it is called?—Yes.

The *Inspector.*] Did you search her besides, and all parts of her?—Yes.

To see whether there was anything on board of her?—There was nothing more than that.

What did you do with that?—I had it taken to the receiver.

Who took it to the receiver?—The boat's crew; they took it out, placed it on a truck, and took it to the receiver.

During your watch, what other boats came ashore?—The next was the "Early Morn" lugger.

What time did she come?—About two.

Two o'clock on the 31st?—Yes.

What had she got in her?—The "Wellington" tug's two anchors and a large portion of the chain cable.

Had she not got two windlass handles on board of her?—She had not a windlass handle.

Who had?—A boat called the "Henry".

What is the "Henry"?—A galley punt at the same stage.

The "Early Morn's" stage?—Yes; belonging to the same party, John May.

What did you find in the "Early Morn"?—Those two anchors and chain cable.

Did you find anything belonging to the "North"?—She had not been to the "North."

Did the men tell you she had not been to the "North"?—Yes; they had been to the "Wellington" tug.

Did you know where the "Wellington" tug was lying?—Yes.

How far from the "North"?—About a little distance; 100 yards to the northward.

Did they say they had not been on board?—Yes.

What reason did they give for not going on the "North"?—I asked them if they had been to the "North," and they said no.

And you believed them?—It did not matter whether I believed them or not; I saw they had nothing from the "North"; they had a small anchor and a small chain.

You thought they had been to the "North"?—When I searched, and found they had nothing, I knew they had not been to the "North"; I did not put any dependence on what they said; I searched her.

You searched, and found nothing?—Nothing more than the two anchors and the chain cable.

Where were they lying, on the ballast, open?—Yes, on the top of the ballast.

Did you search the forepeak?—Yes, and all aft.

Captain *Hunter.*] When there was a commotion, were there many boats left on the beach in

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the forenoon?—There were only two luggers and a galley punt; the excitement was caused by the life-boat bell ringing; it told everybody there was something on the sand.

The *Inspector.*] In your experience of coast-guard men (of course you have never done it yourself), but have you ever been offered anything by the boatmen who brought things on shore not to search?—No, never.

Never offered spirits?—No.

On no one single occasion?—No, not one.

Nor asked to go to a public-house afterwards?—No.

Or when you were not on duty?—No.

When was the next night that you were on duty after this 31st August; have you got an extract from your journal there?—Merely what I put down myself; I had the afternoon of the 31st, and the forenoon of the 1st.

What do you mean by the forenoon of the 1st?—From a quarter past four to half-past 12.

Were you out on the night of the 2nd from 7.30 to four?—The journal will prove that.

Cannot you remember that?—No.

Do not you remember some little accident happening to you the 3rd of September?—I cannot remember the date.

Do you remember being reported?—Yes.

What was that for?—Being found dozing.

Where were you found dozing?—I was standing against the reading-room wall.

Was there any peculiar reason for your dozing?—I felt very tired; I walked about till I was tired; I could not walk any longer; I went there to rest a little, and there I dozed; I was dozing, and my officer came along and saw me.

Had you had nothing to stimulate you?—I had a glass or two of grog given to me by a visitor the first part of the night.

Did it ever happen to you before to have grog given to you by a visitor?—Yes.

And by other persons too?—No.

Never given to you by a resident in the place?—I think not.

Will you undertake to say that?—I do not remember any person in Deal ever asking me. I have been asked by visitors, after they have questioned me on different incidents of the sands, and so on; they have said to me, "Will you take a glass of grog?" I have said "No thank you." "Oh, come," said they, "it will not hurt you," and so on.

And you have gone off your beat for the purpose of getting it?—No.

How have you got it?—There are 26 public-houses in that street. I said "No, thank you, I cannot go in;" and they say, "I will bring it out to you."

They have brought it out to you, and given it to you?—Yes.

With regard to the other question I have asked you, you are quite certain at no time you have ever been offered any spirits by a boatman to let the search be an easy one?—No, never; and I would not have done so if they had offered it me, and never as a bribe.

Have you ever been offered it by a boatman?—No.

Or by the master or owner of a lugger?—No; always by a disinterested person.

I put it again; by any person residing in Deal?—I would not have taken it as a bribe.

I ask whether it has happened to you to be offered it by people living in Deal?—No; people have a long talk with you on the beach.

But do you think it is right?—No; but they will press such things on you; you cannot avoid it, not in a visiting place like that.

The *Arbitrator.*] What was the next boat that came ashore?—The "Mexborough" came ashore on my guard, the same as the "Early Morn," but Robert Read attended to her.

When did the "Mayflower" come ashore?—The "Mayflower" came ashore about three, an hour afterwards.

Did you attend her?—Yes, in company with Robert Read.

What had she on board?—Some metal sheathing.

Metal sheathing only?—Yes.

Was she a galley punt?—Yes.

Does she belong to a lugger?—She is the "Little Wanderer" punt.

She is called George Brown's?—Yes, that is right.

And George Jarvis is the name on the "Little Wanderer"?—Yes.

I think those were all the boats, with the exception of the "Henry," you had to do with?—Yes.

When did the "Henry" come ashore?—She came during the week, the 5th or 6th September.

Why, her things were returned on the 1st?—She brought two windlass handles; those are the only things I remember of the "Henry."

Do you remember when they were brought ashore?—I do not know the date.

Was it after the Saturday?—I think so.

Were you on duty on the Saturday?—I was on duty the Saturday forenoon.

Did she come ashore then?—It must have been the Friday afternoon, if it was in my time.

Do you really remember anything about it?—I think she must have come the 5th or the 6th.

What I mean is this: Mr. Hight describes it as coming from the "Early Morn," of Deal. It did come from the galley punt belonging to the same owner?—But I think it came at a later date than the "Early Morn."

The "Early Morn" brought the anchor and chain of the "Wellington" tug the Friday afternoon?—Yes; but I think the "Henry" brought the windlass handles a day or two afterwards.

You have given us more than a day or two afterwards; you have said the 5th or 6th?—I do not know the date; it was during the week.

Mr. *Cumberland.*] During the week after the wreck, or the week of the wreck?—After the 31st.

The *Inspector.*] How long does it take you to search a large lugger?—A quarter of an hour, I dare say. It would take from ten minutes to a quarter of an hour, according as you could get at the things. Sometimes when they are quite empty you could see thoroughly through them, and it takes a short time; at other times, when you have to look and search, it takes longer.

In the fore-peak cabins the men sleep?—Yes.

What do they sleep on?—They have a straw mattrass.

One for each man?—One for each man, and a further pillow.

Do you examine all those?—Yes; I feel the straw mattrass, and shake up them well, and open the locker.

And do you say that does not take you longer than

han 10 or 15 minutes?—No; a man could do it ll in about five minutes.

Have you ever found anything concealed in ese luggers?—Never.

Either which had to pay Custom's dues, or hich had been taken from the wreck?—No, ever found anything concealed.

Found them always open?—Yes, always open view.

Have you ever seized things that were liable customs' dues?—No, never.

Captain *Hunter.*] You have had a sinecure, so r as that goes?—I have been very unfortunate. ome people have a bad time of it, and others ave a middling time.

The *Inspector.*] It is not a bad time for a coast-uard man when he searches and finds?—No, I should like to find; it would pay me better to find than not.

J. Flynn.

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You have never happened to find?—No.

Does it pay you anything if you find wreck?—Yes.

What do you get?—I do not know what it is; it is liable to seizure. Young seized some copper in a lugger; but it was tried and hushed up, I believe, or they would have forfeited the lugger and all.

When was that?—That was during the time of the wreck.

What was the name of the lugger?—Mr. Cumberland can tell you. I think she had it concealed underneath the ballast, and they told Young she was cleared; and Young detected this afterwards, after they reported to him it was clear.

GEORGE YOUNG, re-called; Examined by the *Inspector.*

WHAT is this account of your finding sheathing oncealed?—That is a twelvemonth ago last ew Year's Day; another wreck that was on the nds.

What boat was that?—It was a boat called e "Dart."

Belonging to Henry Hall?—His name was on ; he is since dead.

Do you know who was the owner at the time esides him?—John Files is one.

Who else?—I think there is a man who is ow blind; I believe he is part owner, so I have eard. I have heard some say at the time, what pity it was that the boat was seized, for the ke of that poor man. That is all I heard.

What was the name of the wreck?—That I nnot recollect; it was a barque.

Was it a barque on the Goodwin?—Yes.

There you found sheathing concealed under e ballast?—Yes.

She was a lugger and the ballast was shingle?—Yes; and they emptied so many bags of ingle, and placed this sheathing under other ll bags.

Did you find that the first time of spitting for ?—I had to move the bags.

Had you suspicions of the vessel?—No further an as a boat coming from a wreck.

And therefore you thought she might have omething?—She put out a quantity of rope and il. "Is that all you have?" I asked; "Is our boat clear?" They said, "We have no ore rope in her." I said, "Have you anything, s I am going to search the boat, and if I find anying else I shall seize it." They said, "There is nothing more." I said, "That will satisfy me so far, but I shall satisfy myself." They went away. I requested one of them to go and report the rope they had given up legally to the receiver. One of them left to do so. The rest left to go home. After that I searched, and under the head sheets I found a quantity of lead piping. That led me to be suspicious, and then I went on; and under the stern sheets I found a quantity of sheathing.

G. Young.

Did you find that by pricking?—No; the first I found was the lead, under the head sheets; and then afterwards the sheathing under the stern sheets. Then I had to remove the cable. I took off one of the tarpaulins to remove the cable; took off another tarpaulin; then removed a row of ballast bags full of shingle; and under that was concealed five cwt.

Do you think you could have found out that sheathing under the shingle unless you had taken that trouble?—Yes.

Supposing you had not found the lead, would you have taken the trouble of moving the ballast?—Oh, yes; this is how I examined it; but I examined the boat that way; I went first forward.

The sheathing you found in the head sheets?—That was lead.

That was concealed?—Yes; concealed under the head sheets, placed between the timber and the boat; I had to put my arm right down before I could find the lead.

Had you received any information about that boat?—No; only when I relieved the man he told me that this boat had gone to the wreck.

JOHN FLYNN, re-called; Examined by Mr. *Cumberland.*

YOU mentioned this unlucky attack of dosing hat you had; did you hear about that time, just few days subsequent to the wreck of the North", whether any of the other coast guard ien were found dosing, or had been dosing?—No.

J. Flynn.

Did you hear of any inattention of duty or isconduct on the part of any of the other men? knew there was a stir up at Walmer shortly efore that.

Was that after the wreck of the "North"?—Before; I think it was sometime before.

Did you hear whether at that time there had been any concealment of wreck, or any illegal movement of wreck from the "North"?—No, not a sentence.

Did you never at any time hear of anything of that kind taking place?—No.

And you heard no complaint of the conduct of the coast-guard on that occasion?—Not on that occasion.

Mr. *Edwards.*] You say you were on duty from four until 12 on the morning of the wreck?—Yes.

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And only saw three boats go off?—That is all; from Deal beach.

Suppose there had been 20 gone off, must you have seen them?—Perhaps not. My duty was in the yard, and my duty as signal-man called my attention to the wreck.

Your duty is to signal ships going up?—Yes; I was sent to North-end expressly for that purpose.

Mr. *Edwards.*] What was your duty with reference to the wreck?—To report it to my officer, which I did directly I heard the life-boat bell ring; but I could not see the wreck. There was a line of vessels between me and the wreck. I went clear of those vessels; and I saw the wreck on the sand.

Did you keep a watch on the wreck all the morning?—No; I had to return to my guard to keep looking out. I was confined to the yard, and the yard is only a small space. I was signal-man; me and Morris had the duty in the yard. I did not do this alone, but always went on watch at due time in the yard.

Mr. *Cumberland.*] Is it or is it not the fact, that you have been in the habit of drinking with the Deal boatmen at public-houses?—No; it has been represented as such, but it is not the fact.

Is it not the fact that you have lost your good-conduct stripe, and are also to be removed from Deal on that account?—I lost my good-conduct stripe on being found dosing, and when the officer found me dosing I was standing against the wall, and if I had been found asleep and had been drinking, I could not stand against the wall while asleep.

Do you mean to say it is not the fact, that you have been in the habit of drinking with the Deal boatmen?—It is not the fact.

Do not you know that you are about to be removed from Deal on that charge, which is considered to be proved against you?—It was never proved.

At all events, you are about to be removed on that account?—I was removed on that consideration without proof. I have been very severely dealt with for very little. I was never so severely dealt with afloat as I have been ashore.

JAMES DORE, sworn; Examined by the *Inspector.*

J. Dore.

How long have you been in the Coast-guard Service?—Four years and 10 months.

And all that time at Deal?—No.

How long have you been at Deal?—About two years and 10 months.

Did you come on guard on the morning of the 30th August?—Yes.

At a quarter-past four?—Yes.

With Flynn and Carey?—Yes.

What was your beat?—The centre beat.

What had you got to do on the centre beat; had you any attention to pay to signals, or anything of that sort?—No.

Merely to walk up and down and observe what was going on?—Yes.

And was it high water when you came on guard, or how was the tide?—The tide was just flowing.

When the tide is just flowing, then can you walk on the beach?—Yes; you can always walk on the beach.

Do you remember whether you went on the beach or up and down Beach-street principally?—I walked a short time on the north esplanade.

Is that where the Clarendon is?—No; it is just by the Pilot-office, and I went from there to the old pier.

And then walked backwards and forwards there?—Yes, on the old pier; I had there the command of the whole guard.

What boats went off from the centre beat between a quarter past one and 12 o'clock that day?—The first was a galley; that was the "Lady Havelock"; she went off and returned again in about an hour and a-half's time.

Did you see where she went?—Yes; she went off to a schooner, and came ashore again.

She did not go as far as the wreck?—No.

How far off was the schooner lying?—Just outside the pier head.

What time did she go off?—I should say it was about half-past seven.

Did you search her when she came ashore?—Yes.

What had she got on board?—Nothing, only the ballast bags.

Did you remove the ballast bags?—Yes.

What was the next that went?—The "Seaman's Hope."

What time?—About ten.

Which way did she go?—Out towards the sand.

You could not tell whether she went in the direction of the wreck or not?—No.

What was the next?—The "Topsy."

Did she go in the same direction?—No; I think she was at an anchor at half-past twelve.

I do not understand why a lugger would launch off and anchor?—If a lugger is going to the westward, they launch the boat, and if the tide does not exactly suit, they wait and take the punt and go off to the westward.

That would be going to the Downs?—Going to the South Foreland.

She was at anchor when you left?—I am not certain whether she had got under weigh; but I think she had not got under weigh, and had gone to the southward.

You could not see which way she was going, except she was going southward?—That is all.

What others went off?—Only those three.

Did no galley punts go off?—I do not remember them.

Are you sure they did not?—I am almost certain they did not.

Mr. *Cumberland.*] Might they not have gone off without your seeing them?—No; I do not think they could.

Did any boats come ashore during that guard of yours?—No; except the galley in the morning.

Did you miss any boats off the stages when you came on your guard?—No.

Did you go and look if there were any?—Yes; I always make that a purpose.

Who did you relieve?—Young.

Did Young give you any information as to whether any vessels had gone?—No.

Did you see the wreck?—Yes.

Did you keep on looking at it?—No.

What time did the life-boat bell ring?—I should say it was very near about five; it might be after five; I cannot say exactly.

Did

Did you see any other boats launched but from your own stages?—Yes; I could see the "Leander" and the "Reform."

What stages were they launched from?—From Southend.

Did you see others land besides that?—I saw the life-boat go off.

Did you see the "Albion"?—Yes.

And the "Lord Clarence Paget"?—Yes, in the forenoon.

Then you did see other boats besides what were in your station?—Yes, besides what were on my beat.

But nothing came on shore?—No.

You went off Deal at twelve?—Half-past twelve.

And came on duty again at seven that night?—Yes.

I want you to be very particular about what happened on your beat that night; in the first place what beat did you have?—The same as I had in the morning.

What was the weather like?—I think it was rather gloomy.

How far out to sea could you see?—I could see the fleet.

You could see there were ships?—Yes.

How far out to sea could you see plainly?—A mile, or a mile and a-half.

At the time you came on your beat did you see any luggers lying off the pier?—Yes.

What luggers were those?—The "Seaman's Hope," and the "Lord Clarence Paget."

Any other?—No; those two boats were just coming to an anchor as I relieved the men.

Where did you stay principally that night?—In the Old Pier yard.

What can you see from the Old Pier yard?—I can see from the new pier almost along to the watch-house.

Was it moonlight?—Not the first of the evening.

When did the moon get up?—I should think about nine o'clock, it might be a little after, I will not be certain.

Was it a young moon, or nearly full, or what?—I do not remember.

It was a gloomy night, and you cannot remember what moon; I ask you again how far out to sea could you see?—What, after dark?

Yes?—I could not see far without the moon was up.

Do you remember, I want to know, whether it was a bright moon, or not?—After the moon got up it was a nice bright night.

And a cloudy night too?—That cleared off a bit after the moon got up.

Are you quite sure about that?—I think so.

Did you report the weather at the end of your beat?—No.

Whose business was it to do that?—The man at the flag staff, the man in the yard.

Who was that?—Carey.

Did you go up and down Beach-street that night at all?—No more than going through my guard.

How many times did you walk up and down there?—I do not know, perhaps five or six.

Were you by yourself in the Old Pier yard?—Yes.

Nobody with you at all?—No.

Neither coast-guard men nor anybody else?—No.

That you are quite sure of?—Yes.

Did you talk to anybody that night?—No.

Or go in anywhere?—No.

J. Dore.

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Did you see what boats were off their stages?—Yes.

What boats were off their stages?—The "Topsy" and the "Seaman's Hope."

Those two only?—Yes.

Are you quite sure of that?—Yes.

Could you tell what galley punts were off?—Yes; if there had been any off.

Could you tell what galley punts were off?—Yes.

How many were there on that station at that time?—Four.

Four four-oared galleys?—Four four-oared galleys, and one eight-oared galley.

Those were the only ones there were?—Yes.

Did any boats come ashore that night?—Yes.

What came ashore?—The "Topsy."

What time did she come?—I think it was about 10 o'clock, I am not certain now, but it was as soon as the tide would answer.

Was she a bigger boat or a smaller one?—She is a small cat on the beach.

How much smaller than the "Seaman's Hope"?—I cannot say.

Can you say what difference of water the "Seaman's Hope" draws to what the "Topsy" does?—No.

Where did she come to?—To her own stage.

Did you go down and search her?—Yes.

How long were you searching her?—Perhaps I might be a quarter of an hour.

Were you a quarter of an hour or more?—I do not think I was more.

Did you find anything in her?—Nothing at all.

How was she ballasted?—She had her summer ballast with the loose ballast under the caboose.

Did you move the loose ballast?—I spitted it.

You did not move it?—No, I could not.

Did you move the bags?—She had no bags.

Has she got an after hold?—There is a little place just by her pump axle.

Did you look there?—Yes, I looked in every part of her.

You must have had a lantern that time of night?—No, the moon was just up.

Did you look into the caboose?—Yes, I felt all over it.

And searched by the light of the moon?—Yes.

Do you generally have a lantern with you at night for the purpose of searching?—No.

If it is a dark night how do you manage to search a lugger?—We are so accustomed to the boats, we know every part of her and every corner in it.

That you can search without lights?—Yes.

Was that the only lugger that came ashore that night?—Yes.

Did any other boat or lugger come ashore that night?—No; there was not a boat near the beach all the night.

Will you undertake to say no boat came ashore from the "Seaman's Hope" that night?—Yes.

What makes you say that?—Because I kept my eye on her the whole of the time.

How far from the ship was she?—Five or six yards, more than that.

Do you say you could see her so as to keep your eye upon her all the night?—Yes.

J. Dore.
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What moon was up?—Till after daylight.

You are quite certain there was a good moon all that time?—Yes.

So that you could see the "Seaman's Hope" all the time?—Yes.

Was the "Lord Clarence Paget" lying off too?—Yes.

Was she lying near the "Seaman's Hope"?—A little to the southward of her.

And no boat came ashore after this as far as you know?—No.

Did it rain that night?—No.

You are quite certain about that?—Yes.

And you went off duty at 4.15?—Yes.

And came on duty again at 12 that day?—Yes.

What boats came back after 12?—I went on duty at half-past 12.

What boats came back after that?—The "Renown."

How many boats were off your guard then?—Two.

What were those?—The "Renown" and the "Leander," I had the South-end beat then.

When did they come back?—One was just heaving out of the water when I relieved the man.

Which one was that?—The "Leander."

Did you go and search her?—No.

Had she been searched?—Yes.

Who did search her?—Carey.

You did search one boat, did you not?—Yes.

Which boat was that?—The "Renown."

When did she come ashore?—A quarter to one, or one o'clock on the Friday.

What did you find in her?—A portion of rope and a portion of canvass, and some metal sheathing, and several articles; a medicine chest.

Did you not find something else?—Yes, a hat-box and hat.

And what else besides that?—Handcuffs.

What else?—I think that was all, and a bag of books.

Did you see what became of those things?—Yes.

What did become of them?—I saw it into the receiver's store myself.

The whole of them?—Yes.

And the bag of books and all?—Yes.

You are quite sure of that?—Yes; the bag of books, the handcuffs, and the hat, and hat-box, I saw inside the store myself; it came from the cart to the store, and I saw it all put in.

Did you put the things in yourself?—No; but I stood by the door while it was put in.

You went went with the cart to the receiver of wrecks?—Yes.

And saw them put in?—Yes.

Did you look at the books?—No.

What was the size of the bag?—It is a bag that is used for putting bread in; what they take bread on board a ship in.

What sized bag?—It holds a cwt.; that bag might have been full of books.

Did you see what the books were?—No; I never saw the bag opened.

Captain *Hunter.*] Was there much copper?—I do not know how many pieces, but I suppose 20 or 30 pieces.

The *Inspector.*] What sized pieces were they?—I dare say there were some whole sheets, and some half sheets; we could not tell, because it was doubled up.

Where did you find all these things; were any of them in the fore peak, or were they all in the body of the lugger?—She is not a fore-peaked boat.

Has she got a caboose?—Yes.

Were any of them in the caboose?—I did not find them.

Where did you find them?—Open in the boat; we had not any trouble to find them, because when the boat was hove up they chucked them the things out; I found nothing in the boat.

Captain *Hunter.*] They came for the purpose of delivering them up?—Yes.

The *Inspector.*] Was she drawn up at her usual stage?—Yes.

You were on duty until half-past seven that night?—Yes.

When did you come on again?—The next morning at a quarter past four.

Did any boats come ashore the Saturday between a quarter past four and 12?—Not to my knowledge.

Not during your beat?—No.

What beat were you on then?—The South-end beat; the same beat as I was on in the afternoon.

Did not the "Leander" come in?—No.

Was the "Leander" in when you came upon your beat?—I do not remember any boat going off.

Are you quite sure she was not one of the boats that came in while you were on duty?—On the Saturday.

Yes?—Not in the forenoon.

You think she was in before?—I do not remember her being off, not the Saturday morning.

Did you find any of the things that came in afterwards, about the 8th September?—No; I was at the gun battery.

When did you go to gun drill?—On the fourth; on the Tuesday.

Have you ever been offered anything by the Deal boatmen, or by anybody living in Deal; any drink, or anything of that sort?—I have been offered it.

Have you been offered it by the boatmen?—I might, perhaps, at times.

Can you give us the name of any one that ever did?—No.

Do you mean to say you do not remember it?—No.

Is it such a frequent custom that you do not remember the name of every person who offers it to you?—It is not a very frequent custom.

Then you might remember the name of the person who did offer it?—It is a long time since I was offered anything.

Were you offered anything at the time the "North" was wrecked?—No.

Or any time afterwards?—No.

During the month of September last year?—No.

Nor by anybody else?—No.

Mr. *Cumberland.*] Do not you sometimes, when you happen to be on duty, have what sailors call "yarns," with people?—No, sir; I do not know about yarns; if a gentleman comes and asks a question, I try to give him an answer the best way I can.

When a boat lands, or comes on to the beach, do not you very often get into conversation with people belonging to the boat?—No.

Do not you know it is a common practice for the coast-guard men to do so?—No, I think not.

Has it not been the fact that complaints have been made about it?—I have heard of complaints, but

ut I do not know who the complaints would be rainst.

Captain *Hunter*.] When you are so long in ne place, do not you get on intimate terms with iem?—It is our duty to keep as far from them s we can.

Mr. *Cumberland*.] Have you not been cauoned by your superior officer not to have yarns ith the people of the boats?—Yes.

Have you not been told that the reason of it , that your attention may be purposely engaged order to enable other boats to come ashore ithout your seeing them?—Yes.

Did you observe whether, at the time all these oats were landing on the Thursday and Friday, he 30th and 31st August last, when the North" was wrecked, whether any long conersations were held by the boatmen belonging o the boats who landed with the coast-guard ien who were on duty?—No.

You did not notice anything of the kind?—No.

Nothing of the kind happened to yourself?—o.

The *Inspector*.] Was not your curiosity exited about the wreck of the "North"?—Nothing iore than any other.

Did you not ask the boatmen who came from he "North," how she was lying; what state she as in, and so on?—I might have asked them hat, but I do not recollect.

Mr. *Cumberland*.] Supposing that you were ngaged in conversation in the way that I have uggested, would it not be quite possible for boats o land at other points of the beach without your eeing them?—Not on my guard.

But it might be on other guards close to the mits of your guard on either side?—Then there ould be some other man on the guard.

He might be at the other end of his guard?—f he was at the other end of his guard, he could ee right through his guard.

Did you hear of any inattention or neglect of uty on the part of any of the men belonging to he coast-guard at North-end or South-end at hat time?—Somewhere about that time. I beeve it was about that time that Flynn was comlained of.

Anybody else besides Flynn?—No, I think not. *J. Dore.*

Did you hear of any complaints having been made with reference to concealment or the illegal removal of wreck from the beach, which was brought from the "North" about that time?—No. 21 May 1867.

You heard nothing of the kind?—No.

Do you mean to say that you never at any time heard of anything of that kind at Deal since the wreck of the "North," and with reference to the articles brought from the "North"?—No.

The *Inspector*.] Have you ever found anything improper either by way of smuggling, or by way of wrecking?—No.

You never happened to be fortunate enough to find tobacco or spirits, or anything of that sort?—No; I never happened to be out at the right time.

Are there others of your fellows who have been more fortunate?—Yes.

Have those seizures generally taken place in the night?—Yes, generally; they might get some in the day; it is a small seizure; if there is a large seizure, it takes place at night time.

You may catch a man with a couple of pounds of tobacco and some cigars in his pocket in the day time?—Not in my time.

You never caught one?—No.

Mr. *Cumberland*.] You keep a much sharper look out for smuggled goods than you do for wreck?—No, I think not.

You get a reward for smuggled goods?—We might after a time.

You do not get any reward for wrecked goods?—No.

Mr. *Ewards*.] You said the "Topsy" went off; when did she return?—On the evening of the 30th.

Did you find any clothes in the "Renown"?—No.

Were any clothes delivered up?—No.

The *Inspector*.] She went twice?—Yes; the first time she only landed sails.

Captain *Hunter*.] And she delivered up both times?—Yes.

MICHAEL CAREY, sworn; Examined by the *Inspector*.

WHAT are you?—A Commissioned Boatman. *M. Carey.*

How long have you been in the coast-guard ervice?—Sixteen years.

Where have you been stationed during that ime?—At Margate, the North shore, Sandwich, nd Deal.

How long at Deal?—Four years and four ionths.

And have become pretty intimate with the eople there?—No.

You have special friends amongst them?—No, have no friends.

You came on duty on this morning of the 30th t a quarter past four?—Yes.

Had you got the South-end beat?—Yes.

What boats did you find gone from the beat hen you came on duty?—None.

Not of any kind?—No.

Neither luggers, nor galley punts, nor galleys?—No.

How many galleys are there belonging to that eat?—Six or seven.

Yours is the longest beat of the three, is it not?—I think it is.

Are all the boats in your beat brought up to one stage?—No.

I mean to one set of stages, or are there houses between each stage?—There are no houses.

The capstans are all in a row?—Yes.

You know the other beats, the middle beat and the North-end beat?—Yes.

There the stages where the capstans are are divided from one another by houses?—That is the North-end.

Is it the same thing at the South-end?—No.

Are all the capstans on the beach open?—Yes.

Is there not one that is shut in by houses?—No; no capstan shut in.

Is there not a landing stage for a lugger?—No.

One of them, and only one?—No; I do not know the name.

M. Carey.
21 May 1867.

During the time that you were on your guard then, what boats did go off?—The "Reform" and the "Leander" went off in the morning.

What time did the "Reform" go off?—About 20 minutes to five o'clock.

Were you the first person to find out the wreck of the "North"?—I was the first to see it of the coast-guard.

What time did you see it?—About 20 minutes to five.

About the time the "Reform" went off?—Yes; she and the "Leander" went off together.

Captain *Hunter.*] I suppose they had seen the wreck as soon as you?—Yes.

The *Inspector.*] Were there no luggers lying off at that time?—No.

Not up from their stages?—She was up at the stage.

Were there any luggers lying off at that time?—Not at my beat.

Every boat was up on the beach?—Every boat.

And did either the "Leander" and the "Reform" come back during your beat?—Yes.

Who came back?—The "Leander" and the "Reform" too.

What time did the "Reform" come back?—It might be from 10 to 11 o'clock.

And landed the crew?—Landed part of the crew.

Were you down there when the "Reform" landed?—I was.

And did you see the crew that were landed?—Yes.

Can you tell us how many of the crew seemed to have bags of clothes with them?—That I cannot tell; I could see no bags; I saw a chronometer with one of the men, the mate had in a little handkerchief tied up; there was the "Wellington" tug on the sand, and the nobility were down looking at it, all the visitors and the people in the town too.

Could you see how the crew of the "North" were dressed, whether they seemed to have much clothes on or to be badly clothed?—All that I saw were very badly clothed.

Did you hear any complaints at that time from the crew of the "North" of their clothes having been left on board?—No.

Did you search the "Reform"?—Yes.

When did the "Leander" come back?—She was hove up before.

Did you search her?—Yes; she had nothing.

Had she a forepeak?—No; she is a galley punt.

Do I understand you that the only two boats that went off during your guard were the "Reform" and the "Leander"?—There were three of them in the forenoon went off.

What were those?—The "Albion," the "Renown," and the "Lord Clarence Paget."

Was the "Lord Clarence Paget" in your beat?—Yes.

The stage to which the "Lord Clarence Paget" comes up is shut in on both sides with houses; it is a stage not 20 yards wide?—They are not shut in; there is the open air above.

Supposing *this* is Beach-street running along *here* and *here* are the stages, this part has houses (*describing*)?—Yes.

Is that the same at South-end as it is at North-end?—No.

But the "Lord Clarence Paget" is shut in by houses?—At the sides it is; the capstan is not shut in.

It has houses one side and houses on the other?—Yes.

How many capstans on the North-end station have houses each side of them?—None.

Except that one?—Excepting that one.

How many other boats came up to the "Lord Clarence Paget"?—Nothing during my time.

How many boats came up there usually?—The "Tartar."

What else?—That is all.

There is a galley punt comes up there, is there not?—No; that is the next stage.

Has John Bailey, whose name is on the "Lord Clarence Paget," got a galley punt?—Not that I am aware of.

Has he got a galley?—Not that I am aware of.

Did either the "Albion," the "Renown," or the "Lord Clarence Paget," come back while you were on duty?—No.

And did any boats, except the "Reform" and the "Leander," come back?—No.

You are quite sure about that?—I am sure of that day.

And you left duty at 12?—Half-past 12.

You came on again at half-past seven at night?—Yes.

Can you tell us what the weather was?—I think the weather was moderate to the best of my recollection.

Was it raining?—That I cannot say now.

Was it cloudy?—It might be; it is stated in the journal if it is.

I want to know if you remember it?—No.

Where were you stationed that night?—At North-end.

Then you were in command of the yard at the North-end?—Yes.

And had to report the state of the weather?—To put it down on a slate.

Then if you reported it as over-cast that would be right?—Yes, if it is so stated in the journal.

What boats were off from North-end stages?—The "Hope," a galley punt.

Does she belong to Robert Bowbyas?—Yes.

Was she the only one?—That is the only boat that was away.

At that time had the "Lord Clarence Paget," as far as you know, been hauled up?—No.

Was she lying off?—Not that I am aware of.

Were any of the luggers belonging to the North-end district lying off at anchor?—No.

None of them?—No.

Do you say that there were no boats missing from the North station, because the man you relieved told you so, or from what you saw yourself?—Yes.

From which or from both?—There was only the "Hope."

Whom did you relieve?—Morris.

Did Morris report to you that all the boats on the North-end station were up on the beach?—To the best of my recollection he did.

Did you yourself go along the North-end beat?—Yes.

How many times?—I cannot say.

Did you see, as far as you can say, the whole of the boats belonging to the North-end station on the beach?—Yes, except the "Hope."

Do you know how many boats belong to that station?—I could count them all now, there are a great many boats altogether.

There

There are six luggers?—I could tell you the luggers.

Were they all there?—Yes, they were all up.

There are 12 galley punts?—Yes.

Were they all there?—Yes, except one.

Was the "Fountain" there?—Yes.

You are quite certain about that?—To the best of my knowledge she was, she was not missing. I did not miss her at that time, she did not come on shore at all events.

That is what I am afraid you are judging from; you are judging from what came on shore of what was off; can you trust your memory to say whether all these boats were on the beach or not, or do you mean to say they were on the beach because they did not come on shore during your time?—To the best of my belief they were, except the "Hope."

Did she come on shore during the night?—Yes.

What time?—Between 10 and 11.

Did you search her?—Yes.

Had she anything on board?—A pilot.

Had she not come from the "North"?—I cannot say. She landed a pilot.

What was the pilot's name?—I do not know.

Was he a Deal man?—No.

You searched and did not find anything on her?—No.

Was she the only boat that came ashore while you were there?—Except a paddle punt.

What paddle punt was that?—I cannot tell her name. It belonged to a man of the name of Nicholls.

Was it the "Sylph"?—I cannot say.

Or was it the "Neptune"?—I think the "Neptune" was the name.

Belonging to J. Nicholls?—Yes; with two hands in her.

What is her stage?—Betwixt the "Mary Ann" and the "Princess Alexandra."

How far is that from Foster's store?—More than 250 yards.

Who were the men on board of her?—A man of the name of Nicholls and the other. I cannot exactly say now. She had nothing in her, because I was there before she struck the beach.

And she had not any rope, canvass or anything of that sort on board her?—Nothing.

You did search one boat?—Yes.

What was that?—The "Leander."

When did you search her?—The afternoon of the 31st.

When you came on duty the second time?—I was called out as extra man.

On the afternoon of the 31st?—Yes.

Are you not thinking of the 1st September?—No, the 31st; that was the Friday afternoon.

What time were you called out?—It might be a little after 1 o'clock. I got down there about 10 minutes or a quarter past 1.

You were on duty on the morning of the 30th from 4 in the morning till 12?—Yes; then I came off duty until half-past seven, and then went on till four in the afternoon.

Then you came off duty, and according to this you ought to have gone on again at noon?—I was not required, because I was called out as extra.

What time did the "Leander" come ashore?—She was ashore before I got there.

And did you search her?—Yes.

What did you find in her?—Parts of sails and some pieces of rope and some chain.

What sized sails?—I could not say; there was a whole sail there; it was in parts.

When did you go on gun drill?—Tuesday morning.

That was the 4th?—Yes.

With James Dore?—Yes, and Morris.

Can you remember what the state of the moon was on the 30th and 31st?—No, I cannot; it was clear enough.

Were you at the yard all night?—I was the 30th.

The night of the 30th and the morning of the 31st?—I was there till four o'clock.

You call that the night watch?—Yes.

And were you at the yard all the time?—Yes.

From the yard you can see to the furthermost extent of the beach?—Yes; I can see the furthest of the boats on the beach.

Did you happen to take a little wink that night?—No; I do not think of that when I go out on duty.

You were up pretty early?—I had all the afternoon to lie down.

Captain *Hunter.*] Had you no meals between that time, 12 and 7?—I had my tea.

Mr. *Cumberland.*] Did you have any yarns with anybody about anything?—No; I never have any yarns with any person. I attend to my duty.

Do you know of your own knowledge, or did you hear of any articles that were brought from the "North", concealed illegally and removed from the beach until that time?—No.

You heard nothing of the kind?—No.

Do you know of any complaint having been made against any of the coast guard men about that time, for neglecting their duty, or inattention to duty?—Not then, but a little after I do.

And you heard nothing whatever as to the disappearance of a great many things that were brought from the "North" at any time?—I heard it talked of.

How soon afterwards?—I do not know; I heard a rumour.

How soon after the wreck of the "North"?—It might be a week, or a month, for what I know.

I want you to tell me?—It might be a month.

Was it a week or a month?—A month.

Whom did you hear it from?—I cannot say now; it was so many at that time.

Mr. *Edwards.*] What time did the "Albion," the "Renown," and "Lord Clarence Paget," go off that morning?—I think it must be about 10 or 11 o'clock.

The *Inspector.*] Have you ever been offered anything by the Deal boatmen in the way of drink or anything?—No.

Mr. *Cumberland.*] Never at any time?—Sometimes a man may come ashore with a bottle of drink, and he might say, "Officer, have a drink," but I do not take it.

You have been offered it?—Yes.

A coolish night?—I never made it a practice.

Did it never accidentally happen?—No.

Not a little winking?—No.

Not a little drop of the creature?—No.

ROBERT READ, sworn; Examined by the *Inspector*.

R. Read.
21 May 1867.

How long have you been in the coast guard service?—Ten years and two months.

Where have you been stationed?—At Sisewell Gap.

How long at Deal?—Three years and five months.

Anywhere else on this coast?—St. Margaret's Bay.

How long there?—Five years.

You are No. 2 boatman?—Yes.

And you did not come on duty until the night of the 30th August, did you?—Yes, eight o'clock.

And were up during the night?—Yes, from eight to four.

Were you the centre beat?—No, the South end.

First of all, do you know what luggers there are on the Southend district?—Yes.

You can tell the names of them all?—Yes.

Do any of these boats belong to the South end, the "Liberty," the "Lark," the "Shanghai," the "Toledo"?—No, the "Shanghai" does; she is a small galley punt.

Do the "Eliza," the "Capper," or the "Victor"?—They belong to the Southend; they are galley punts.

How many galleys belong to South end?—the "Comet," the "Hoy," the "Witch," the "Alexandra," the "Black Jack," and some with their names painted out; they are painted red now.

How many galleys are there painted red?—Two.

Then are there seven galleys?—More than that, sixes, eights, and fours altogether.

Whom did you relieve?—Thomas Berry.

When you came on your beat, were all the boats hauled up on the beach?—No.

What were gone?—The "Renown" and the "Lord Clarence Paget" were away.

Where was the "Alexandra"?—Hove up.

Are you quite sure about that?—Yes.

Did you see the "Lord Clarence Paget" that night?—She anchored just before I went on duty off the station.

Did you walk from one end of your beat to the other?—Yes.

And did you confer with Walmer?—Yes, with No. 1 of Walmer.

What time did you confer with him?—As near as I can gather, about 8.15, or it might be about 8.30.

How long did you stay conferring?—Perhaps five or ten minutes. I had a man watching the hawser and the things I had.

Where had you got that from?—The "Albion."

Berry had searched the "Albion"?—Yes.

And got some rope out of it, and given you that in charge?—Yes.

Where did you put that?—Between the two capstans?

Where?—At the South end.

Whose two capstans?—Spears's.

Belonging to the "Albion" and "England's Glory"?—Yes.

Who was the man you put there to watch?—Dore.

One of your own men?—Yes.

Ought not Dore to have been on duty?—He was on duty.

He had the centre beat?—Yes.

How long were you away, leaving these things watched?—Ten minutes; perhaps a quarter of an hour.

You are sure not half an hour?—Yes.

When you came back, where did you spend the principal portion of your time?—There.

How long?—Half an hour, perhaps.

Did a cart come?—Yes.

Who brought the cart?—Neave, Mr. Hight's man.

Did you see the things put in the cart?—Yes.

And go with them to the store?—No.

Let Neave go?—Yes.

What did you do after that?—The "Renown" came and anchored, and took up my attention.

Is she smaller than the "Lord Clarence Paget"?—Yes; she is what they call a cat-boat; no fore-peak.

The water that would serve her would not serve the "Lord Clarence Paget"?—I do not think there is a great deal of difference in the size; there might be a few inches in the draught.

Did you go and search the "Renown"?—She did not come ashore.

I thought you said she did?—She came and anchored off the station.

Did you walk up and down the beat that night?—Yes.

And have any talk about the wreck of the "North"?—No; not that I remember.

Did you not meet somebody, and say the wreck had taken place?—I do not remember that; Mr. Read would be there the greater part of the night.

The officer?—Yes.

How long was he with you?—I saw him twice, as near as I can remember.

You saw him about half-past nine the last time, the night of the Thursday, and again about two?—Yes; I think that was it.

Was he more than half an hour with you each time?—I cannot say; he might have been.

What were you doing between 9·30 and 1·20, when he saw you?—Walking about in the yard, sometimes out to the pier-head; that is part of my guard.

Can you remember what sort of a night it was?—It was dark the first part; the moon in the last quarter.

Do you remember anything about the moon, whether it gave much light that night?—I think it was dull.

Did you happen to observe, from where you were, the "Lord Clarence Paget" and the "Renown" during the night?—Yes; I had to watch them.

They were on your beat?—Yes.

Can you be certain that no boat came off from them during the night?—I am quite certain.

Could any boat have landed without your hearing it?—No.

That is impossible?—That is impossible.

Do you remember whether any people came along the pier that night?—No; nobody on the pier after dark.

Was nobody allowed on the pier after dark at Deal?—No, it is closed. They can land, and they can get over the inside, but it is trespassing.

But they can land?—They can land at any time.

The gates are on the land side?—Yes.

Are

Are they gates anybody can get over?—Turnstiles.

Is the turnstile chained up at night?—One is locked up and one goes with a spring.

Could you have seen a punt from the "Lord Clarence Paget" go and land at the pier?—Yes.

How far was the "Lord Clarence Paget" from the pier?—Perhaps 100 yards.

Did you confer with Walmer again that night?—I saw the chief boatman at half-past 12; he brought me a letter.

What did you do with that letter?—Took it along to the next man, Dore.

Where did you meet Dore?—Somewhere by the old pier.

In Beach-street?—Yes.

Are there houses there between you and the water?—The old pier projects out on to the water. That place we inhabit at night-time, where we can command our guard.

And what time did you go off duty?—Four o'clock.

And when did you go on again?—Half-past 12 the next day.

What boats did you search?—The next day?

At any time?—The "Mexborough."

Were you on the Northend station there?—The centre.

The "Mexborough" is the North end boat?—I gave the centre up to the chief boatman, Bossence, and went and assisted the North end man.

That is Flynn?—Yes.

What time did you do that?—About half-past one.

About half-past one on the night of the 31st?—Yes.

What had she got on board?—Gear from the "Wellington" tug, a stay-sail, and copper, and part of a windlass.

What did you do with that?—Returned it to the receiver of wrecks.

Did you take it yourself to the receiver?—No, I had to leave it here. It was because other small boats were coming in.

What other small boats came in in the meantime?—The "Mayflower" came in, and I had to assist Flynn in getting that out.

What had she got?—Metal sheathing.

And did you take that to the receiver?—Yes.

The "Renown," when did she come in?—She came in that day.

What did you get out of her?—I was not up to her; I returned three sails the evening she came in.

How did you get that?—They brought them ashore in a small punt.

That was the evening of the day before?—Yes; when they landed the crew they landed the sail.

What did you do with those sails?—Returned them to the receiver.

Did you take them up yourself?—No, I put them in the cart.

Those sails were brought ashore in the punt?—Yes; a small parcel.

Did it go back?—They hauled it up next to the large boat, and she lay there until I was relieved.

Mr. *Cumberland.*] Did the men who came ashore in the punt from the "Renown" make any remark to you as to what was on board?—Yes.

What did they say?—I asked them if they had any more gear in the boat; and they said yes, they had, and they were not going to bring any more on shore that night.

Mr. *Cumberland.*] Did they not say she was laden with goods from the "North"?—They said they had some more gear in her.

The *Inspector.*] Was that all?—Yes.

Captain *Hunter.*] You did not go off to see?—No; I thought it was all fudge; they tell you things to put you off.

The *Inspector.*] Did you have anything to do with a boat called the "Wild Duck"?—Yes; I was watching her when she came in. Bossence came and relieved me.

Did you see what she had on board?—A portion of metal sheathing.

Is she a galley punt?—No; she has been a pilot boat.

What do you call her now?—A punt; she is both ends alike.

Do you remember the "Princess Alexandra" coming ashore?—Yes.

What had she got on board?—Rice, at the time I was watching.

Did you go on gun drill?—I was at sea. I had just come from sea when the wreck occurred.

You had been at gun drill?—Yes.

And all the days subsequent to the wreck you were on duty?—Yes.

And did you search every boat that came on shore at all times?—Yes.

Have you ever found in your searching any goods concealed?—Never.

Or any attempt at smuggling?—No.

Do you think they could conceal things from you easily?—I am sure I do not know; we are very cute, and so are they.

Captain *Hunter.*] Do they ever sink anything outside, do you know?—Not that I heard tell of. We have a trap at night, and have swept the boats, but have never found anything.

You have had suspicions of that?—A few of the boats being off, we used to go off occasionally and sweep.

The *Inspector.*] Did you ever find anything?—No, I never got anything.

Have you ever been offered anything by the Deal boatmen, or by the people living in Deal?—A glass of grog sometimes; and during the time of the wreck of the "North" I was persuaded very hard to go into a public-house by some that I thought was concerned.

Who were they?—Two gentlemen.

Strangers?—Strangers to Deal; I never saw them before.

Captain *Hunter.*] Did you think they were concerned with the wreck of the "North"?—I think they were.

The *Inspector.*] Was it because they were strangers to Deal, or because they offered you a glass of something to drink?—They said, "Come in with us; we do not mean you any harm". One of them pulled out a few shillings to show that he had money.

Was this the night of the 30th or the 31st?—It was the 1st or the 2nd of the month.

What station had you then?—I had the yard guard.

The North end guard?—Yes.

With three men; that is the outside.

We had four men out that night.

Did they come into the yard?—No.

Where were they?—I had just come up from the boat.

And met them on the beach?—Yes.

R. Read.

21 May 1867.

Did they talk to you about the "North"?—They asked me about wrecks and smuggling.

Of course you did not go and have something?—No.

Was that the only time you had anything offered you?—Yes.

Mr. *Cumberland.*] Have you not been in the habit of drinking with Deal boatmen in public-houses?—No.

Have you not lost your good-conduct stripe, and been removed from Deal for that very reason?—No.

Have you not been found on more than one occasion intoxicated while on duty?—No; only once, and that I paid for myself.

How long ago was that?—Three weeks ago.

Where was it you had the drink?—I had the yard guard.

And where did you get the liquor that rendered you in that state?—It was beer.

Where did you get it?—I bought it at a public-house.

Did you drink it in the public-house?—No.

Where did you drink it?—Out by the capstan.

What did you bring it in?—A pint glass.

How many times was this pint glass filled?—I cannot say to that; three or four; it was not more than four, I know.

The *Arbitrator.*] Did no one help you to drink it?—I had one man with me.

Mr. *Cumberland.*] Who was that man?—Phillips.

The *Inspector.*] Are you quite sure you paid for it yourself?—Yes.

Had anybody given you the money beforehand?—I borrowed the money of Phillips.

Mr. *Cumberland.*] Did you see anybody give it to Phillips?—No.

Do you mean to say that you have never at any time been found drinking with the Deal boatmen in public-houses?—No; if anybody has said that of me they have spoken false.

Did you hear of any of the articles of wreck that were brought from the wreck of the "North" having been concealed or illegally removed from the beach at the time of the wreck?—No.

WALTER PHILLIPS, sworn; Examined by the *Inspector.*

W. Phillips.

ARE you a boatman?—Yes.

How long have you been in the coast guard?—About five years.

All the time at Deal?—No; four years at Deal the 4th of this month.

You were absent, I believe, on the 29th and 30th August?—Yes.

And came back the morning of the 31st?—Yes.

And were put on duty as an extra in the night?—I was called out as an extra on the afternoon of the 31st, between the hours of one and two.

How long did you stay on duty then?—I cannot exactly say; I think I was out an hour and a half.

Did any boats come on shore while you were on duty?—I was called on to go to a boat.

What boat?—The "Renown."

What did you get out of the "Renown"?—Several articles; a medicine chest, some books, and handcuffs.

What were the books in?—A great many of them loose in the caboose.

Did you see what sort of books they were?—I did not look at them.

What did you do with the books?—Put them out of the boat into Mr. Hight's cart.

They were put loose into Mr. Hight's cart?—As far as I know. I was in the caboose.

As far as you know, they were put in loose?—Yes.

Not in a bag?—I cannot say; I was not there.

Who was the man with you?—Dore.

You had to go into the caboose to get those those things?—Yes.

Where did you find them?—Lying on a bed. The caboose is a place where they sleep.

You found them lying on a bed?—Yes.

How many books were there?—I cannot say.

Were there one or two?—Better than a dozen.

Could you tell at all what sort of books they were?—No.

You did not look inside them?—I did not look at them.

You know the look of novels, bright yellow and green backs?—I should say they were not novels, by the size of them. I should say they were more nautical books by the appearance of them to me.

Where was the medicine chest?—Standing in the boat.

And a beaver hat in a box?—I did not see that. It was in another part of the boat.

That was the first boat you searched?—Yes.

Where did you go after that?—I went on duty at eight at night at South end.

And stayed until four the next morning?—Yes.

What boats came ashore then?—None; no boat was off my guard.

Did you know all the boats on your guard?—Yes.

And as far as you have reason to believe there were none off during the night, and none came ashore during the night?—Yes.

Did you go on again the next day at half-past 12?—Yes.

And did the "Leander" come ashore?—Yes.

Between three and four?—Yes.

What had she on board?—A chain cable. It was hove out into the water. I reported it to Mr. Hight, and it laid there for some two or three days.

Hove out of water?—Yes, because they cannot heave the boat up with it. That was a galley punt.

Was that the only boat that came up?—That was the only boat that landed at South end that afternoon.

Did you see a boat called the "Seaman's Pride"?—Yes, but that was in the next week.

On the 8th September?—No.

When was it?—I cannot say the date, but if you refer to the journal, and find when I had the old pier guard in the afternoon, I think it is the Thursday or the Friday.

That is Thursday the 5th or Friday the 6th?—It was either Thursday or Friday.

The "Seaman's Pride"?—Yes.

What is she?—A galley punt.

Do you know she was off?—I knew she was off when I relieved my man.

And

And you saw her come ashore?—I saw her come ashore.

What did she bring ashore?—Two wire stays, and half a length of chain cable.

Did you ask where they got it from?—No, I knew they got it from the wreck, because I saw it come from that direction.

Did you ask whether they got it that day, or whether they had it before?—No.

You did not ask about it?—When I went out, I said, "I see you have some things from the wreck of the 'North'." They said yes, and I said, "You had better return it to Mr. Hight," and it was returned the next day."

Had you anything to do with the "Sappho"?—It is a mistake, that is the "Hope."

What did she bring?—Seventeen bags of rice.

Did she bring any rope?—No.

Are you sure of that?—Yes.

Did you see her land?—Yes.

What time?—About eight on the Saturday night.

Was it Charles Bowbyas'?—Yes; of North end.

Were you on duty at North end that time?—Yes, when I gave it, I thought it was the "Sappho;" but, through Mr. Hight's book, I find it was the "Hope." That was the only boat that was off of Bowbyas' the Saturday night.

Where was that rice taken?—To Mr. Hight's.

You are quite certain that was not in the earlier part of the time?—I am quite certain of it.

Did you know some of the other boats had landed rice?—I was aware some of the other boats had landed rice.

Did you know when they had landed it?—No.

Did you know the "Princess Alexendra" had landed rice?—Yes; but not on my beat.

Did you know she had landed rice the 30th and 31st of August?—I do not know the date.

Did you ask the crew of the "Hope" any questions about this rice; first of all, who was in the boat?—A man of the name of Bowbyas. I cannot tell the other's name.

Is it Charles Bowbyas, or Robert?—

Should you know him if you were to see him?—Yes.

How many others were there?—Three others.

Did you say anything about the rice?—No more than I said, "You have rice; you must return that to the receiver."

The "North" had been, as far as we know, sunk under the sand at that time. How could they get it?—I do not know. During the time I stayed there, the chief boatman came out (Bossence), and he was there at the time; and on the 11th he was at Pegwell Bay.

I am asking you about the 31st August?—I was not at North end; I was at South end.

Did you not ask these people any questions about bringing bags of rice from the "North" a week after the wreck?—No; as soon as it was landed I did all I had to do.

Did it not strike you as very odd that the bags should be got from the vessel a week before, and this boat should only have brought them the 8th September?—No; because they were fishing it up out of the sand; they got this out of the sand. I saw it returned.

You saw it sent to the receiver?—I saw it returned into his store. What became of it afterwards I cannot say.

Captain *Hunter.*] Were the bags broken?—They were old bags; they were small, and some open, where the sewing had broken away; and they were very much swelled from being wet.

Mr. *Cumberland.*] Have you been in the habit of drinking with the Deal boatmen in public-houses?—No.

Have you not been reported for doing so?—No, not for drinking with them. I was reported for being in a public-house.

What public-house was it? The "Yarmouth Packet."

How long ago was that?—The morning of the 19th April, last month.

The *Inspector.*] Whose house was it?—A man of the name of West.

Mr. *Cumberland.*] Did you go into the house?—Yes.

How long did you stay there?—I cannot say; perhaps 20 minutes.

How many people were there?—I do not know how many people were in the room; there were people there.

How many people were there?—I cannot say; there were one or two women standing there.

Can you say how many there were altogether, men and women?—I should think there might have been four altogether.

Two men and two women?—There were three women. I did not take much notice of them. My conversation was not with them.

Were there any men there?—Yes, in the room, but apart from me altogether.

Did you have any conversation with them?—No.

Who paid for this?—I paid for it myself.

Where did you get the money from?—Out of my wages.

How much did you pay?—I think I paid about 6*d.* there.

There! Did you pay any money anywhere else besides there?—No.

What did you do with the drink? Did you drink it there?—Yes.

Do you recollect taking any out to Robert Read?—No.

What did you drink yours out of?—Out of a glass.

Was it a pint glass?—Yes.

Is that the usual custom at the public-houses at Deal?—Yes.

The *Inspector.*] Did you ever lend Robert Read any money to buy beer?—Yes; he asked me if I had any money, and I lent it to him.

Was that the same night?—Yes.

Was that the only time during your four years at Deal you ever went into a public-house while on the beat?—Yes.

Did you go in on anybody's invitation or accidentally?—I went in accidentally.

Mr. *Cumberland.*] And you mean to say you have never been in any public-house at Deal drinking with the Deal boatmen or any of them?—No, I have not.

Have you been in the habit of holding conversations with any of the boatmen at any time?—No.

Did you happen to notice or did you hear of any of the articles of the wreck that were brought from the "North" having been concealed or illegally removed from the beach?—No.

You heard nothing of the kind?—No; not until the time Captain Simpson came down.

W. Phillips.
21 May 1867.

That was the first time I heard of anything being wrong.

The *Arbitrator.*] Have you ever been offered anything by any of the Deal boatmen in drink?—I have been offered once or twice if I would have a glass, and I have said, "No, thank you; I am obliged to you all the same;" and I have passed away on to my guard and refused them, because I know what would be the result if I was found out.

Mr. *Cumberland.*] Have you ever been reported before for being drunk?—No.

ROBERT READ, recalled; Examined by the *Inspector.*

R. Read.

Did you on the 10th September take a mainmast and some iron hoops to the receiver of wrecks?—Yes.

Where did you get the mainmast from?—It washed ashore abaft of the yard.

Did you take it up yourself, or who did?—A Walmer boat towed it in.

Towed it in where?—At the back of the dockyard.

What dockyard?—The old Deal dockyard.

Captain *Hunter.*] From the sand?—They picked it up at sea.

The *Inspector.*] You took possession of it?—Yes.

Did you go to the receiver or send to him?—I passed the word down to him, and afterwards the chief Walmer boatman brought me a letter, and he stood by it while I went down myself.

That was on the 10th September?—I think it was.

[Adjourned till To-morrow morning.

Ramsgate.—22nd May 1867.

INUTES of EVIDENCE taken before *Montague Bere*, Esq., Inspector, and Captain *Hunter*, Nautical Assessor, to inquire into the Circumstances connected with the Wreck of the Ship "North."

(From the Short-hand Notes of Messrs. Cherer and Bennet.)

Fourteenth Day.

John Ashington sworn; Examined by the *Inspector*.

J. Ashington.

22 May 1867.

WHAT is your occupation?—A boatman.

What boat do you belong to? — The boat Teviot."

You are a bum boatman?—Yes.

Have you a son called John Ashington?—es.

Is he one of the crew of the life-boat?—No.

Is there anyone named John Ashington, who es in the lifeboat?—I do not know; he has ne down west.

I thought the "Teviot" belonged to James shington?—No, to John.

Are you the sole owner of her?—Half part of r.

What is her stage?—Northend.

How far from Foster's store?—Not far, not ove a stone's throw.

Is it to the same stage that the "Fountain" nd the "Susannah" go?—Yes, not far off.

Did the "Teviot" go out at all on the 30th ugust?—That I cannot say; I go out pretty ell every day; I cannot tell what day particular ne goes out.

You cannot be sure about that, can you?—No.

Do you always go out in her?—Most times.

How many has she in crew?—Sometimes three nd sometimes four.

Do you remember what you were doing the 0th August?—That, I do not.

Or the 31st?—No; I go off sometimes three r four, or four or five times a week, and some- imes I do not go hardly above once or twice; it s all according to what shipping there is about.

Did you go at all to the Goodwin Sands when ne "North" was wrecked there?—No.

Not at all?—Not at all.

You never went near her?—Never went at ll.

Have you ever sold any rope to Foster?—Several times.

Did you sell him any about the beginning of September?—I go out among the shipping, and I get rope sometimes in exchange for provisions that I take on board with me, but I do not know what days, and what month.

What sort of rope is it you get from ships in exchange for provisions?—Old rope.

Have you ever had any new rope given you?—Yes, sometimes.

What length of rope do you get?—All different lengths.

Do you ever get as long as 20 fathoms?—Yes.

Have you ever had 20 fathoms of new rope?—I cannot tell you as to that.

I only ask you what you remember?—I do not remember so long ago, because I go off very often to the back of the Goodwin Sands, getting rope out of foreign ships in exchange for provisions I have on board?—I cannot tell the size of the rope.

What is the usual sort of thing; you get pieces of old rope, or do you frequently get pieces of new?—Sometimes we do, but not very often, get new.

Did you ever get large pieces of canvas?—We get small pieces that have been cut up or worn out.

Do you get half worn sails, or anything of that sort, that you could use yourself?—What, a whole sail?

Yes?—Only what is worn out; that is all I get.

Do you know a boat called the "Dart," a lugger?—There are so many luggers about; I only belong to the north part; there is no lugger of that name belonging to the north part.

No; she is down at the south end?—I cannot say I know her.

Mr. *Edwards.*] You go on a mission to seamen sometimes?—Yes.

Captain *Hunter.*] Do you know anything about the number of boats that went from Deal beach the day of the wreck?—I cannot tell you; I was not there myself.

Edward Foster sworn; Examined by the *Inspector*.

E. Foster.

WHAT are you?—A mariner.

Are you one of the crew of the lifeboat?—No.

Is there another Edward Foster in Deal?—I believe so.

You were not out in her on the 30th of August?—I was out the second day.

On the 31st?—Yes.

What boat were you in the 31st of August?—The lugger "Mexborough."

E. Foster.
22 May 1867.

Mr. *Cumberland.*] Are you one of the crew of the "Mexborough"?—Yes.

The *Inspector.*] Who are the owners of the "Mexborough"?—There are four or five different owners.

Do you know who they are; are you a part owner?—No, I am not part owner; I am merely one of the crew that usually go in her.

Who are the owners, do you know?—One of the owners is up here, Henry Marsh.

What time did you start from Deal beach the morning of the 31st?—I could not give the exact time; it was early in the morning.

Before daylight?—Just about day-break, as near as I can get at it.

What time did you get out to her?—I cannot state; we were some little time getting out, because we did not have much wind.

Were you there by 10 or 11 o'clock?—Something like that; it might be a little before, or a little after.

How many were there in the boat besides you?—I cannot give you the exact number of the crew, because we do not take notice of such things; we do not keep any account; I could not state positively.

Do you know whether there were seven, or eight, or nine, or ten?—That I cannot say; sometimes there are 10, and sometimes 11, and I have been as many as 18 in a boat.

Was Henry Marsh along with you?—Yes.

Did you go on board the "North"?—No; I did not go on board the "North;" I went alongside of her in the punt.

By yourself in the punt, or with others?—With others.

Was it high water, or low water when you got alongside?—The water was falling.

Could you see her starboard side?—Yes, we could see her starboard side.

In what state was her sheathing the starboard side?—There was very little of it out of water, the vessel seemed as if she had sewed so much; gone down in the sand.

Did you see her draught out of water?—I did not notice her draught of water.

Did you sound to see how many feet of water there were?—No, I could not tell that; nor yet what she had gone down.

Did you see any of her sheathing?—I did not see much of it; we did not see much of the ship, for we went out to the tug.

What there had been of the sheathing was gone?—I do not know about its all being gone; there was some of it gone, and they were getting it then in the boat alongside.

Whose boat was that?—I cannot say what boat it was; when we go to a wreck, we do not take notice what boats there are.

What did you bring back to Deal?—The tug boat's anchor, and part of a chain, and the staysail, and a part of an old sail; I delivered it up to the receiver.

And none of that came from the "North"?—None of that came from the "North"; we could see nothing there to get to pay us, nothing more than old rope kicking about.

How do you know there was old rope, if you did not go on board?—From the statement of our own people.

Who went on board?—I do not know the names of the parties; I think Henry Marsh went on board the vessel.

Who else went besides Henry Marsh?—I cannot tell you who went out of the boat; it is since August, and I have not kept account of all these things.

What time did you get back to Deal that night?—I cannot state the time we got back.

Was it after dark?—No, it was before dark.

Do you remember who searched the boat?—I do not recollect the coast guard who searched the boat; there was one got in and got the things out, the anchor from the tug-boat, and the chain; we had the staysail and part of the other sail, and we delivered it up to Mr. Hight, the Receiver of Wrecks, and the owners took it, and paid us the salvage.

What is the usual business of the "Mexborough" when there is no work on the coast?—Hobling; rendering assistance to vessels in distress; she is a lugger.

Do you ever go off to the ships in the Downs with provisions?—I have been in other boats, not in her.

And when you have been in other boats, have you had old rope and canvas given you?—Yes, I have sometimes had old rope and canvas in exchange for rendering, sometimes, a small service to a vessel; they have not had money to pay us, and they have given us old rope and canvas.

Have you ever had new rope with the old?—I might have had; we have had different mixtures.

Can you remember, when you have brought the rope ashore, the coast guard have stopped you?—Yes, until we explained the nature of it.

If they found new rope in your boat, and you said that came from a ship, they let it pass?—Yes; we had it in exchange.

Used you to bring a written order from the master when you got a thing out of a ship?—Not always.

Did you generally?—Sometimes we got a written order.

More frequently not?—More frequently not.

Do you know Edward Foster, the other man?—He is laid up now, the other Edward Foster; there is only one other besides me.

Is that all?—Yes; he is laid up.

Is he so ill that he cannot come here as a witness?—He is laid up with the rheumatic fever.

And where does he live?—No. 3 or No. 4, Bulwark-road.

Mr. *Edwards.*] How long were you at the "North" altogether?—Only one day.

Before you went to the tug?—We did not lie but a very little while by her; we went to the tug. We thought we might get some of the tug's engine works, but we could not. We got what we could; we got the anchor from off the bow, and what chain we could get out of the locker.

The *Inspector.*] What number of boats were round the "North" at that time, of all sorts and kinds?—There were several boats at that time.

Were they galley punts or luggers, or both?—Some galley punts, some luggers.

Captain *Hunter.*] As many as a dozen?—I cannot give any account of them; I did not count them.

I only ask you to guess?—There might have been a dozen, or there might have been more.

Mr. *Cumberland.*] There might have been three dozen?—I do not think there were so many as that.

The *Inspector.*] How many men were on board, do you suppose?—I could give you no account of that at all, because if you have got the number of boats,

E. Foster.

22 May 1867.

oats, and how many men the boats carry, you ight get it.

You saw men on board?—I was not on board ie vessel; I was on the boat alongside.

I suppose you could see from the lugger as you ame up, so as to be able to form some judgment? —I could not swear to that.

Mr. *Cumberland.*] Will you swear there were ot three dozen boats there?—I would not swear hat there were three dozen, more or less.

In fact you would not swear to any number? —No.

Did you see any Broadstairs luggers there?— could not say. When we go to a wreck, it is very man for himself, we do not take notice who hey are; it is every man for himself when we get there, and we do not take notice what boats there are, and where they come from. There were quantities of boats there from different places.

Have you lived at Deal all your life?—Yes; bred and brought up there.

Can you tell me at all what the average number of wrecks on the Goodwin Sands is in the year? That is beyond my comprehension; I cannot tell you.

Captain *Hunter.*] As a matter of general information?—I cannot say.

The *Inspector.*] Did you go off again to the "North"?—No.

Not in the "Mexborough," or any other boat? —No.

HENRY MARSH, sworn; Examined by the *Inspector.*

H. Marsh.

ARE you one of the Owners of the "Mexborough"?—Yes.

Anything else?—No.

Only a mariner?—I have a small boat.

What is the small boat that belongs to you?— There are three small boats.

What sort of boats?—A galley and two small punts.

What are the names of the two small punts?— The "Lark," and the "Mexborough"; one is named after the big boat; the small boat is attached to the large one.

Whose boat is the "Providence"?—I am sure I cannot say.

Your name is to it?—That is a small boat belonging to another Henry Marsh; that is a 14 or 15 feet boat.

The name of William Snell is to the "Lark"? —That is not it.

Is there a "Lark" belonging to another William Snell?—Yes; that is another small boat.

What is yours?—A galley punt, about 27 feet long.

Is John Wells a part owner in the "Mexborough"?—No.

Is there a "Lark" belonging to a man called John Wells?—I cannot say; there are so many boats, that you cannot say who they belong to.

Who are the owners of the "Mexborough" besides yourself?—There is another Henry Marsh, Henry Buttress, Stephen Blessington, and Joshua Mockett.

Is he any relation of Stephen Mockett?—I do not think he is.

How far from Foster's store does the "Mexborough" haul up?—About twice the length of this room, perhaps.

Did you go out in the "Mexborough" to the wreck of the "North"?—Yes; I was out there the second day.

What time did you start from Deal?—It might be eight or nine in the morning.

Or it might be earlier?—Or it might be earlier.

What time did you get to the "North"?—It might be 11; or half-past; I cannot say to an hour or two.

Did you go on board the "North"?—Yes; I was on there by myself.

How long were you?—About 20 minutes.

Can you tell us how many men were on board? —I cannot.

Were there 20, 30, 40, or what?—There were several, but I cannot say the number.

Did you notice any of the people there?—I did not notice them.

Had you ever seen any of them before?—I might have seen them, but not to take notice of them.

You have seen them most days?—I did not stop there.

The people you met there, were they not Deal men principally?—That I cannot say; whether Deal, Ramsgate, Broadstairs, or Dover. There were several people there, but who they were I did not take notice.

How many boats were round the ship when you were there?—That I cannot say; there were several boats.

Were there 20 or 30?—Not so many as that.

Not so many as 30?—No.

Were there as many as 20?—There were several there, large and small.

What was there on board; anything worth having?—I did not see anything worth having while we were there.

All that was worth getting was gone?—There was nothing when we got there.

Was any of the running rigging there?—I did not notice any.

Any of it still left?—All I saw was a piece of a yard hanging.

Did you go down in the cabins?—I went into the hold, and all we could see was rice, and we came away and went to the steam tug.

And you got the machinery of the steam tug? —We got the anchor and chains.

Do you go out to the ships in the Downs?— Yes.

And get rope back from them?—Yes, very often.

What do you do with the rope when you get it?—Sell it to the marine store dealers; we exchange potatoes, and bread, and things.

Do you sell often to Foster?—Yes, very often.

Did you sell to Foster the 3rd of September last?—I cannot say.

Do you remember selling him some about that time?—I have sold him some rope and boats' cables.

Do you remember his paying you a sum of very nearly 2 *l.* for rope?—I cannot say the sum.

You must remember that?—I do not know, because very often we sell little bits from one boat to another, and we do not take account of it.

On the 3rd of September you brought him five cwt. of rice; that was the Tuesday after the wreck of the "North"?—I do not recollect it.

And he paid you 1 *l.* 17 *s.* 6 *d.* for it?—We sold a part

H. Marsh.
22 May 1867.

a part of a capstan rope to him; whether that was the 3rd of September, I cannot say.

When did you sell that?—I do not know, because we very often cut a piece off, one time and another, and sell it.

What size rope is a capstan rope?—A 5½ or six inches.

What is the length of a capstan rope generally?—Sixty fathoms.

Do you remember what length of capstan rope you had cut off to sell him?—That I do not; but there is the remainder of it left now, 60 fathoms; it is on the Deal beach now; that we use for our own boat.

What made you cut it off?—We used it to stop and ease her; the best part we used to ease her round the bow chain, and there it is left now.

You cannot remember at all where you got this rope that you sold him the 3rd of September?—I do not recollect anything about the sum; I knew the rope weighed about four hundred weight, and so on.

Do you know what you got a hundred weight for it?—About 9 *s.* or 10 *s.* a hundred.

Did you sell him some again the 2nd of October?—I am sure I cannot say, it is likely I might.

Can you tell where you got that from?—It was what we bought for the boat's use.

Bought for the boat's use to sell it again?—Yes; when it is worn out, we sell it again, old rope, it is no use to us.

Did you ever sell new rope?—I never had a chance to get it without I buy it.

Have you ever had any new rope out of ships?—I have had short pieces at different times, when we have had an exchange, no other way.

And that is all the information you can give me about this 5 cwt. of rope?—That is all; I do not know what sum was paid. I am sure I have sold it a good many times.

Have you ever sold him such a large quantity as 5 cwt. before?—Not that I can tell; I have been in the habit of getting a good bit of rope out of ships.

Have you ever sold him anything like 5 cwt. in your life before?—I cannot say that I have.

You sell him rope very nearly every month, do not you?—When fenders, or anything of that are gone, or any old gear, we sell it.

How much does all the rope gear of your boat weigh?—From 30 to 40 cwt., all rope and cable.

Leave out the cable, and tell me how much the rope in your boat weighs?—I put the capstan rope and all in that; the gear in the boat will not weigh a great deal, not the running gear.

The running gear will not weigh much?—No.

How much would that weigh?—It would come to perhaps 1 cwt.

How much would a capstan rope be?—Perhaps 4 cwt. and over.

What makes up the rest of the 30 or 40 cwt.?—There are cables and hawsers.

How often do you get new ropes to your boats?—There is no bounds to that.

Unless you meet with an accident, a rope wears a certain time. How long is it before a rope wears out as a rule?—A large rope of 5 cwt., and 60 fathoms, will not go beyond two years, and a cable will not go longer.

What is a 5 cwt.; what rope is that?—That is a capstan rope, a six-inch rope.

From January 1866 to October 1866, you sold Foster upwards of 17½ cwt. of rope; did that all come from the boat?—No; I do not think I have said so.

Foster says so?—There might be different sorts of rope that came ashore out of the boats; I am not always in the boat.

I want you to tell me how much of that is boat's rope and gear belonging to your boat?—I do not really know as to that, because there are different pieces of rope that we cut off at different times, cables and others that are bad; we do not sell them all at once.

You have told me a capstan rope weighs 5 cwt., and is 60 fathoms, and the running gear of the boat weighs 1 cwt. Where did you get the 5 cwt. you sold him the 3rd of September?—I cannot recollect the 3rd of September.

Where did you get the rope you sold to him that time?—I sold him only what belonged to the boat.

It cannot belong to the boat?—I sold him no other.

Do you refuse to answer that question, where you got that rope?—I have not sold 17 cwt.

Upon your oath, did you not get that rope from the ship "North"?—No; I swear I never brought a bit from the ship; that I can safely swear.

Though you did not bring it, did somebody else bring it in your boat?—No; not to my knowledge; I never saw it.

Did your boat go out the 1st of September?—I cannot say the 1st of September I am sure.

Do you generally go out with her?—I am most times with her in all weathers, fine weather and foul too.

Who goes if you do not?—Other people go.

Might she have gone out without your knowing it?—Yes; that is quite likely.

And might have brought back rope?—Yes; that is very likely, I cannot say to that.

If she had brought back rope without your knowing anything about it, where would that rope be put?—I cannot say that.

Have you got a store where you keep rope?—No more than a store where we put the lugger's gear in.

Would the rope that was brought in her be put in the house where the lugger's gear is put?—No.

For instance, this 5 cwt. of rope you sold to Foster, where did you take that; from what place?—From the boat.

You do not keep 5 cwt. of rope in your boat chopped up in pieces?—I have not had it in pieces chopped up, neither have I seen any chopped up in pieces, no more than what we have cut at different times.

Supposing you cut a piece off the capstan rope, where do you put it?—Chuck it in an old basket in the store.

If bits of rope were brought ashore in the "Mexborough," without your knowing anything about it, might it not be put in the same place as you throw the old pieces of rope from the boat?—It might be unbeknown to me; I cannot say anything about that.

Then you might have found a large quantity, and then sold it to Foster?—I cannot say what the other people do.

Do

Do you account to the other owners for the le of rope from the boat?—Of course.

Do you keep any accounts?—No; I know hat it is when 2 cwt. of rope is sold, and they now it as well as I do.

If there is 5 cwt. of rope sold, do they know ything about it?—Of course they do.

Do you remember distributing any money nong the owners of the boat, about the begin- ng of September?—We have distributed a little oney when we sold the gear in the boat; we ways share it.

At that time I want to know?—No; I do not collect it.

Mr. *Cumberland.*] Will you swear you did ot about the time of the wreck of the "North," istribute money you had received as payment r rope among the owners and others belonging the "Mexborough"?—We might, of the boat's ear, if there is a small weight sold, such as a undred or two hundred.

Will you swear you did not at that time dis- ibute among the part owners and other per- ons belonging to the "Mexborough," a sum of oney you had received as payment for rope ou had sold?—No; I cannot say that.

You might have done so?—I cannot swear I ave not received any; I might have received a mall sum

Are you sure you were not at the "North" on he Thursday, the day she was wrecked?—I vill swear I was not there.

Will you swear your boat was not there, the Mexborough"?—The boat was not there; I an swear to that.

Mr. *Edwards.*] How often did the "Mex- borough" go off to the "North"?—Only once; hat is all.

On the Friday?—On the 2nd; and that is ll.

And you never went off to her at all again, nor the boat either?—No; I never went near he ship.

What was the old Manilla rope you saw on the "North"?—Some old stuff lying down below; we did not take it; we went away to the steamboat. *H. Marsh.* 22 May 1867.

Why did you not take it?—Because it would not pay us for the trouble.

Captain *Hunter.*] Why did you not take it?—We thought if we could save the steamboat's engines, it would pay us better than stopping by the ship.

The *Inspector.*] How long would it have taken you to have got the Manilla rope out of the hold?—I cannot say.

Two minutes?—I did not stop to see.

Mr. *Cumberland.*] How much of that was there?—That I cannot say, because in a ship's hold there is no telling what rope is lying about.

The *Inspector.*] Were there any people working at the rice, and taking it out of the hold?—Not when I was there.

How near up to the top of the hold were the bags of rice?—Four or five feet, or something like that.

Was the rope lying on the bags?—No; the rope was lying right down aft.

Captain *Hunter.*] Was not the rice very aft?—Yes; only it ran off a little, and there were guns lying there as well, and we were a good mind to bring the guns, but somebody afterwards brought them ashore.

How many years have you been in the habit of selling rope to Foster?—Three or four years.

Mr. *Edwards.*] How many Henry Marsh's are there in Deal?—Two more.

And how many Marsh's are there altogether?—God Almighty knows, I cannot tell; there is another, a cousin of mine, and I have an uncle the same name as I am.

Any other having any connection with the "Mexborough"?—Yes.

The *Inspector.*] The uncle or the cousin is that?—The cousin.

JAMES SPONDER, sworn; Examined by the *Inspector.*

ARE you one of the crew of the Walmer lifeboat?—Yes.

Did you go out in the Walmer lifeboat to the wreck of the "North"?—Yes.

What day was that?—I do not know; the morning.

The morning she was wrecked?—Yes.

Did you go out before the Deal lifeboat, or after?—There was very little difference between the two.

What time did you start from the beach?—I do not know the time. I turned out of my bed half naked.

Launched the boat, and went off to the wreck?—Yes.

Can you tell about what time you got off to the vessel?—I do not know the time at all.

Was it eight or nine o'clock?—It was in the morning.

Earlier than that?—Yes.

About five?—I cannot tell what time it was; it was in the morning part.

Did you get to the vessel first, or the Deal lifeboat?—We were alongside the ship first.

Did you go on board her?—Yes. *J. Sponder.*

First of all, in what state were her sails?—The sails were all blowing about anyhow.

How many of the sails were set that were blowing about?—I did not take any notice of the sails; we went to see if there was any crew.

Did you take any notice of the running rigging?—No.

Did you go down in the cabins?—Yes.

Did you take any notice of the state the cabins were in?—All the difference was there were two or three empty chests kicking about.

Captain *Hunter.*] When you went down?—When I went into the cabin.

The *Inspector.*] What cabin was that in?—What they call the captain's cabin.

Was there any furniture in the captain's cabin?—I never noticed any.

Any books?—I never noticed any books.

If they had been there, should you have noticed them, do you think?—If they had been there I must have noticed them.

There were no books, and nothing but two or three empty chests in the captain's cabin?—Yes.

No furniture?—No.

And nothing?—Nothing.

J. Sponder.

22 May 1867.

Captain *Hunter.*] Was there any boat there before you?—Not that I am aware of.

You saw no boat?—No.

Not of any kind?—Not of any kind.

The *Inspector.*] You had better say you cannot remember than say this, because there certainly was furniture there?—We never noticed any furniture; I did not have time.

Did you notice any ship's instruments?—No.

Did you go into any of the other cabins?—No.

Only that one?—Only that cabin.

Did you happen to look into the cabin where the sails were kept?—No.

Did you bring anything away from the ship of any sort or kind?—Nothing at all.

Who else went on board with you?—I do not know who came out of the Deal boat.

Your own boat?—No one.

You were the only one out of the Walmer boat?—Yes.

Did you go out again to the "North"?—No.

What time did you get back to Walmer beach?—I do not know exactly what time.

Was it before dinner-time?—It was before dinner-time.

Just about dinner-time?—Yes.

Did you meet any boats going off to the wreck?—No.

None at all?—None at all.

Did you find any boats gone from Walmer beach when you came back?—The boats were on the beach when I came back.

All of them?—All of them.

Mr. *Cumberland.*] Do you belong to Deal or Walmer?—Walmer.

What boat do you generally go out in?—There is no particular boat at all.

What is your occupation?—I follow the water at times.

How do you get your living?—Sometimes I get my living on the water, and sometimes on the land.

How do you get it?—At work.

What sort of work?—Any work.

Tell me what sort of work?—I go out in the fields cutting corn.

Is not your occupation chiefly that of a boatman?—No.

It is not?—No, it is not.

How long have you been one of the crew of the lifeboat?—That I cannot tell you; there is no regular crew for her; only as the bell rings; you go out and fall into it; but there is no regular crew.

Did you see any other boats about the ship on Thursday?—No, I was not on the beach.

Where were you?—When I came ashore I went to bed. I had nothing on me, only my shirt and trousers.

RICHARD RILEY, sworn, and Examined by the *Inspector.*

R. Riley.

ARE you the brother of William Riley?—Yes.

What are you?—I am a Boatman.

A Deal boat?—A boatman of Deal.

What boat do you belong to generally?—I have no boat; I go in most of the boats.

Do you generally go in a boat called the "Seaman's Hope"?—No.

Have you been some time in the boat "Faith," belonging to Foster?—I know the boat "Faith"; I have been in it several times; I cannot say who she belongs to.

Whose name has she got painted on her?—I think the name on her is Redsall, to the best of my knowledge.

Where does she come from; North-end, South-end, or what?—The north end of Deal.

Where is her stage, near Foster's stores?—A little to the southward of Foster's stores.

Do you know a galley punt called the "Susannah"?—No.

Do you know one called the "Fountain"?—Yes.

Does the "Faith" haul up alongside of the "Fountain"?—No, she is to the southward.

Did you go out in the "Faith" the 30th or 31st of August last year?—Not to my knowledge.

Should you have remembered it, if you had gone the 30th or 31st of August?—I should.

Mr. *Edwards.*] Were you not in the steamboat at the time?—Yes.

The steamboat that ran between Deal and Ramsgate?—Yes; I was in the "Robert Burns" steamboat.

Mr. *Cumberland.*] Were you so at the time of the wreck of the "North"?—Yes; I was on board the "Robert Burns" at the time of the wreck of the "North".

The *Inspector.*] Do you remember going out in the "Robert Burns" to see the wreck of the "North"?—Yes; I went out in the "Robert Burns" to see the wreck of the "North."

How many times did you go to see her?—Three times, I think.

Do you remember what days you went?—No; I do not recollect what day of the month it was.

When did you know the "North" was on the sand?—I am sure I could not state what day of the month it was.

Do you remember the day of the week?—No, I do not.

Do you remember going down to the "North" the first day that she was on the sand?—Yes; I recollect that.

What time did you go down?—We started about 6.30 in the morning.

Was that the first day she was on the sand, or the second?—That would be the first day.

Who went with you?—Me and the vessel's crew.

What crew had she?—The crew was seven, I think.

Was the master with her on board, Robert Brown?—No.

Did you go away from Deal Pier without telling him you were going?—Yes.

What time did you start?—After six.

What time did you get there?—About seven.

Did you get there before the lifeboat got there, or after?—After.

Did you go on board?—No.

Could you see anything of what state she was in then as regards her sails and rigging?—I could see the vessel.

How near did you get to her; did you go on her starboard or port side, or all round her?—We went on the right side of her.

Captain *Hunter.*] The port side?—Yes.

She was headed to the southward, was she not?—Yes.

The

R. Riley
22 May 1867.

The *Inspector.*] Were there any boats round her then except the lifeboats?—There were no lifeboats when we arrived there.

Did you meet them coming back as you came to the shore;—They were ashore; we had not seen them; they were ashore when we went to the "North;" we never went to the "North" till 6.30 in the morning.

You did not take more than an hour going there?—Say an hour; 7.30.

The lifeboats were not there; as far as you know, they had got back to the shore at that time?—They were on shore.

Then you cannot tell us anything about it?—I can tell you nothing at all about it, except I was there.

There were no boats at all there?—There were no boats at the "North" at the time we arrived there.

How long did you stay there?—About 10 minutes, I suppose.

And then came back to Deal?—Yes.

Did you meet any boats coming out from Deal?—No.

Or from any other place; not from Deal?—No; I never saw any boats.

Were you master, or first mate, or what?—I was seaman.

Captain *Hunter.*] Who was in command of her when you took her out; who took charge of her?—She had a crew belonging to the vessel; I was only taken in as one from Deal; in fact, you may say they all understood the tug-boat; they were all in charge of her.

The *Inspector.*] Did you steer her?—I steered her.

Then I suppose your attention was so taken up with the helm, that you did not see much that was seen on the sea?—I state to you I took notice of the ship; I looked at the off side of her, and then came away.

Did you happen to sell any rope to Foster about the 3rd of October last?—I sold rope to Foster many times in my time.

Did you happen to sell some about the month of October last?—I could not say it was in October, or what month it was in, but I have sold a great many times.

Can you tell us where you got that rope?—Some of it I paid for, and some I got otherwise by taking off a letter or a report from a ship.

Did you ever sell him as large a quantity as four cwt?—I could not answer to the weight. I have sold him lots.

Do you remember being paid 2 *l.* by him?—Oh yes; I recollect having more than the sum of 2 *l.*

Do you remember being paid about 2 *l.* last Michaelmas?—I could say nothing about the dates. I was several times selling rope.

When was the last time you got any money from Foster for selling rope; how long ago?—It is not so long back.

How long?—I am sure I could not tell you?—I keep no account of dates.

Do you keep any accounts at all?—No.

Do you know what price you got from Foster, as a rule?—Yes, I generally know the price; we get as high as we can.

What is the usual price you get from him?—It depends on the market.

Does the market in old rope vary much?—At times.

You cannot tell whether you got any money in October, or where you got the rope that you sold him, or the price of it?—I could not tell what month it was. I am sure I do not know.

Do you remember being paid 2 *l.* –*s.* 7½ *d.* by Foster; that is rather an odd sum?—I could not say exactly the sum, I might have sold him a little.

Do you remember receiving such a sum from him?—No, I cannot say that I exactly remember it.

How did he usually pay you; in money, or by cheque?—At the time, I received the money from his store. I have been at his store and weighed rope, and gone to his house to get the money.

Mrs. Foster, or Mr. Foster himself has paid you the money?—Yes.

Can you remeber anything about this particular lot of rope?—No, I cannot remember that.

Mr. *Cumberland.*] Do you remember seeing any boats about the ship "North" at any time on the Thursday, the day she was wrecked?—I was not there the day she was wrecked, not in the morning, and I state to you I was there about 10 minutes, and came away, and there were no boats there then.

You were at Deal?—I was out with the "Robert Burns," with a cargo of passengers two or three times.

You were off to the "North"?—Yes, you may call it the south; it is a long way from the Deal Pier to the South Sands End, not near enough to take notice of any boats; my attention was drawn to Ramsgate with the boat.

Were you at Deal the Friday?—Yes.

Did you you see any boats that day?—I was out there and saw boats.

What time were you out there?—In the afternoon between the hours of three and four.

How many boats did you see about then?—There might be two or three boats.

What boats were they?—A tug-boat and a cutter or two.

What sort of cutters?—I could not tell.

Were they Deal cutters?—They have no cutters but pilot cutters.

Did you see any deal boats?—Yes, I have seen two or three boats.

About the ship that day?—Yes.

Mr. *Edwards.*] You were employed on the "Robert Burns" up to the middle of September?—Yes.

You never went off in any boat to her?—No.

Not the whole of the time?—Not the whole of the time the ship "North" was there.

Thomas James Ralph Erridge, sworn; Examined by the *Inspector.*

T. J. R. Erridge.

Are you the owner of two boats called the "Susannah" and the "Fountain"?—Yes.

Are they galley punts?—Yes.

Are you the owner or part owner of any lugger?—No more than the committee boat, as we call it, that carries the anchors off.

What is the name of the committee boat?—The "Tiger."

Are you what is generally called a bumboat man?—Yes.

You go off to the ships?—Yes; I am the largest bumboat man there is in Deal.

T. J. R. Erridge.

22 May 1867.

If you take provisions off to a ship in the Downs, and they have not got money enough to pay you for them, do they give you rope and other things in exchange?—Yes.

Have you ever happened to get new rope as well as old?—No.

Never new?—No.

Not at any time?—No; sometimes you get a piece of rope that is only fit for a painter for a boat, or like that.

That is small rope?—Yes.

Did you ever get any new large rope?—No; nothing that is useful to the ship.

Did you ever get it in long pieces, or is it generally cut up?—Generally worn out like, and cut up.

What size canvas do you ever get?—Sometimes I get an old sail or something like that.

What sort of sail; have you ever got a mainsail?—No.

What is the biggest sail you ever had that is worn out?—Sometimes we get a studding sail, or a fore topmast staysail.

When you get this rope and canvas what do you generally do with it?—I always sell mine to Foster.

Do you keep any accounts with Foster?—No.

Do you remember selling him any rope the 20th of August last?—Yes; I sold him a great deal of rope in August.

Can you tell us how much you sold him altogether, then?—I should think in August I might have sold him as much as a ton.

Where did that rope come from?—Out of different vessels, different days going off.

Did you sell him any in September?—No.

None at all?—None at all.

When next after August did you sell him any?—I have been selling him some ever since.

When did you begin to sell him any again?—In September.

I just asked you that; did you sell him any at all in September?—Yes.

How much did you sell him in September?—As I brought it ashore.

But how much did you sell in September?—Perhaps 13 or 14 cwts.

Where did you get that from?—Different vessels.

You did not get any of it from the "North"?—No, never went near the "North."

Did you get any from any boats that had been to the "North"?—No.

Where were your boats the 30th August, the Thursday?—Knocking about among the shipping in the Downs.

Both of them?—Yes.

Which one were you on board?—I go in the "Fountain" chiefly.

Who is generally in the "Susannah?"—Anybody that likes to take her.

You let her out?—Yes; to anybody that likes to take her.

Do you know who had her on that day?—No, I do not know who did have her; first one party goes and takes her, and then another party takes her.

And do not you know who takes her?—No.

They pay you, don't they?—When they get anything, but we have nothing to do with keeping any accounts, or else we should, nor yet what vessels we exchange goods for.

Can you read and write?—Yes.

Do you know where they were the Friday, the 31st; were they out among the shipping that day?—No; I was not off that day.

Do you remember what time you landed, the 30th, or came up to your stage when you came to Deal; do you remember what time of night it was?—No; I was ashore by 10 or 11 that morning.

Was your boat searched when you came ashore?—Yes.

Who searched it?—The coast guard, and they have kept an account ever since of what rope I brought ashore. I always report to the office.

Do you report to the officer all the rope you bring ashore?—No; the men do who are on the watch.

If you see a man on watch and you tell him you got it from a ship, he does not take any further notice of it?—Yes, they do.

What do they do?—They say, "Where did you get this from; a ship, how much," and I say 3 cwt. or 4 ½, and they say, "We will tell the officer."

But they do not take the rope away with them?—No.

They leave the rope?—Yes.

And you take it to Foster?—Yes, I take it straight to Foster. Foster's store is right opposite my place.

You have it weighed in Foster's store, and he pays you afterwards?—Yes.

Does he always pay you ready money?—Yes.

Captain *Hunter.*] How many years have you been selling to Foster?—Fourteen or 15 years, ever since he was a young man, and I used to sell to his uncle before that.

The *Inspector.*] Do you know what the "Susannah" brought back that day, the 30th of August?—No.

Do you know what time she came ashore?—No, I was in the "Fountain."

Was the "Susannah" away when you came back in the "Fountain?"—I do not go in the "Susannah;" she is worn out; she lays up altogether; she does not go off.

Was she off that day?—I do not believe she was off that day.

You have just told us yours were both off that day; which is true, that she was off, or that she was not?—Well, I do not think she was off that day; I was off in the "Fountain;" I know that.

How long before that day was the "Susannah" off?—She is a boat that does not go off but very little.

Do you remember whether she went off the Wednesday, the day before the 30th, or on the day after, or during the week after?—No, I do not remember.

Did the "Fountain" go off every day?—Yes; every day.

And did you go in her every day?—Yes; when she is off.

Do you remember about the 30th or 31st August, buying any rope from any of the ships in the Downs?—Not that I recollect buying any rope; exchanging.

Exchanging I mean?—Yes.

Do you remember what sort of rope it was?—Some old Manilla, and some old European rope.

Do you remember what lengths it was?—No.

Do you remember whether there were any particular pieces of rope; any gaskets?—No gaskets.

Do

Do you know the name of the ship you got it from?—No.

You do not write it down?—No, there is no call for it.

It is a ready-money transaction?—Yes.

Do you ever supply ships' instruments to ships in the Downs?—No.

Captain *Hunter.*] Did you ever buy any out of them?—No.

You never at any time bought one in your life?—Never.

Mr. *Cumberland.*] Do you know what boats went off from Deal to the "North" on Thursday, the day she was wrecked?—No, I do not.

Do you know of any?—I do not know of any.

Were you at Deal all that day?—Yes.

On the beach?—On the beach.

And you do not know of any boats having gone to the "North" on Thursday, 30th August?—No.

Captain *Hunter.*] Was there much talk about her going on the Goodwin that day?—All that I could see, being off in my boat cruising about the Downs, or standing on the beach, and you could see no more of her than in this room.

Was there not some excitement in Deal about the ship being ashore?—I saw her ashore; she lay there three or four days.

Was there not some talk about so large a vessel being ashore?—Yes.

Were there not a good many boats went off, to your knowledge?—There were several boats off, but it did not trouble me. I never take notice of boats that go out to the Sands to wrecks.

The *Inspector.*] Were you subpœnaed as a witness on Foster's behalf to go to Wingham?—Yes.

What were you going to say then?—I was not asked anything.

But what were you going to say there?—I was going to say that he bought a great deal of rope from me, and the greatest part of the rope in his store before ever the "North" got on the Goodwin Sands was what he bought from me, and I could speak to that pretty well.

You know Foster's store pretty well, I suppose?—Yes, pretty well.

Was it pretty well cleared out the end of June?—I cannot tell you exactly; I know he had a good lot in it before ever the ship "North," got on the Goodwin Sands.

T. J. R. Everidge.
22 May 1867.

Do you remember whether there was a good lot sold early in September?—No.

There was none sold?—I cannot tell you; I never had anything to do with him more than selling rope and getting the money.

Who served you with the subpœna?—I cannot say.

Had you been subpœnaed as a witness to go to Canterbury?—No.

Mr. *Edwards.*] Were you subpœnaed at all?—Yes.

Mr. *Cumberland.*] You were subpœnaed as a witness?—Yes, there were a great number of us summoned.

Mr. *Fox.*] Did you go to the mill and examine the rope before you went to Wingham?—No, I did not know where the mill was.

Mr. *Cumberland.*] Did you see any boats about the ship on Friday, the day after the wreck?—I did not notice them.

Do you know whether any boats were away from Deal beach on the night of Thursday, or early the morning of Friday?—When I went off from the North End I did not miss hardly any boats; I do not think there was hardly anybody from the North End; I do not think there was.

Did you at any time have in your possession anything that came from the "North"?—Nothing at all.

Nothing whatever?—Not a rope or anything.

The *Inspector.*] As far as you know?—That I do know.

Mr. *Cumberland*] As far as you know, you cannot tell whether it came from the "North," or not?—I had none.

Did you ever sell Foster any canvas?—Yes; it is all worn out.

What sized canvas have you sold him; what is the biggest piece you ever sold him?—Half a cwt. very likely.

A large ship's sail, or a boat's sail?—A ship's sail, old canvas, pieces that are cut out.

I want to know what is the largest piece you ever sold him; would one piece have weighed half a cwt.?—Yes.

How big would that be?—As big as this table, and more than that.

JOHN ASHINGTON, re-called; Examined by the *Inspector.*

DID you go to Wingham as a witness for Foster?—No.

J. Ashington.

Are you quite sure about that?—Yes, I never heard so till this morning.

Were you subpœnaed to go?—No.

Or summoned to go?—No.

Do you know Ralph, the police constable at Walmer?—I do not know him.

Then you cannot tell whether he brought you a piece of paper asking you to go to Wingham?—Nobody brought me a piece of paper asking me to go to Wingham.

THOMAS FRIEND, sworn; Examined by the *Inspector.*

WHAT are you?—Plumber, glazier, and painter.

T. Friend.

Where do you live?—At Upper Walmer.

Do you remember Mr. Forester coming to Deal?—Yes.

Did you happen to meet him in a public-house at Deal?—I met him at the "Swan Inn."

In Queen-street?—Yes.

Do you remember some conversation taking place about the wreck of the "North"?—Yes.

A portion of Mr. Forester's evidence was read to the Witness.

You have heard that?—Yes.

Is it correct?—No, not half true.

What did happen?—We were talking about some seamen's chests being delivered up, and there being no clothes in them.

T. Friend.
22 May 1867.

Do you remember who was there besides yourself and Mr. Forester?—Two or three.

Do you know who they were?—Gentlemen; tradesmen.

Were they friends of yours?—Yes; this gentleman came in, took up the paper, and sat on the sill, and we were talking about the chests being given up and no clothes in them. I said I had a little paint offered me, and I would not have anything to do with it; that is all that passed; nothing further transpired; the next morning up came Mr. Forester, and he said to me "You don't know me;" I looked at him and said, "You are the gentleman I saw at the Swan;" he said, "Do you know what you said then?" I said, "Do you think I was not sensible enough to know what I was saying?" He said, "I beg your pardon for taking it in that light;" I said, "I thought you seemed to insinuate something of that sort," and I told him "Yes," I said, "word for word." He said, "You must tell me the name of the man," I said, "I don't know him; if I was to see him again I should not know him."

Had you said anything like what Mr. Forester describes of you, of their having made a good haul from the "North"?—No.

Were those words said by anyone of the gentlemen there, or any words equivalent to them?—Not that I am aware of.

Although you cannot remember the name or the face of the person who offered you the paint, when was it?—I do not know the date.

Was it early in September?—I should think it might be about that time.

Can you remember where it was?—It was on the high road from Kingsdown to Deal.

Was it before you got to Walmer?—Yes, Walmer; I think it was in Walmer parish.

What sort of a man was it?—A sort of labouring man.

How was he dressed?—I did not take notice.

Not dressed like a boatman?—No; more like a labourer.

Did he mention the quantity?—No, and I did not ask him.

Did he begin the conversation?—Yes; he stopped me.

Were you driving?—Yes; he stopped me.

And asked if you wanted the paint?—Yes; and red lead I think was mentioned.

What made you think it came from the "North"?—I never thought so, and I never said so.

You said in the "Swan" you were offered some paint?—I said I was offered some paint, but I did not know it came from the "North."

You said you thought it came from the "North"?—Yes.

Captain *Hunter.*] You were talking about the "North" at that time?—Yes.

The *Inspector.*] And you thought it did come from the "North"?—I had a suspicion it might come from there.

Have you ever seen the man since?—Not that I am aware of; a man I never had any dealings with, I should not know him; I did not take much notice of him; I never buy things of that sort.

Captain *Hunter.*] Did you understand it was kegs of paint?—Some kegs, I understood him.

The *Inspector.*] You did not say as Mr. Forester says, anything about the things being stowed away, and they had got it all right?—No.

You are sure of that?—Yes.

Did the man who spoke to you merely ask you if you wanted some paint, and nothing more?—Whether I was a buyer, and I told him no, I did not want any.

What made you refuse him all at once?—I never did buy such things.

Were you afraid there might be something wrong about its being offered in that way?—Yes; I never buy things in that way.

You generally get your paint from wholesale houses in London?—Yes.

Had you ever been offered paint before in that way?—I was offered some, some years ago.

As far as you know, did it come from a wreck?—I suppose it did; and sometimes they exchange things if they want any little thing taken off, they exchange and give them other commodities for it; very often boatmen get things in that way.

Captain *Hunter.*] But not very often paint?—There is no bounds to what they exchange if they have anything left, and they take them anything off for it.

The *Inspector.*] In fact they exchange anything they can; is that it?—I believe so; there was a statement that Captain Simpson made here, when he said that he came to my place and searched the premises.

Are you the only person of the name of Friend at Walmer?—Yes.

He certainly said he searched your place?—And some back premises; in fact he never saw them; he never placed his foot over the sill; Superintendent Stokes and Ralph can corroborate that, and for him to come and state such a thing as this is false every word of it.

Might not he have searched your place without your knowing it?—Yes, he spoke to Mrs. Friend when she was at the window, and never put his foot over the door.

Captain *Hunter.*] Did Mr. Brett search your place?—No, he never went through it; my shop is at the back of the premises, and he never went into the garden at all; Ralph and Superintendent Stokes can both prove that to be false.

A portion of George Ralph's evidence was read to the Witness.

The *Inspector.*] Did you say to Ralph he was dressed like a boatman?—He was dressed in a smock frock; I do not know what it is.

I asked whether he was dressed like a boatman, and you told me no?—No more he was; not in a blue suit; I could not say whether he was a boatman.

You told Ralph he was a boatman?—Yes.

A portion of Captain Simpson's evidence was read to the Witness.

The *Inspector.*] What do you say to that?—That is a mistake; there is no other Friend at Walmer.

Is there at Deal?—Yes; my front shop is filled with glass.

Have you any crockery?—Only such as basins, there is nothing in that shop; it is full of crates of glass.

Was it full at that time?—Yes, I spoke to Ralph myself.

You were not there?—I was at Dover; Mrs. Friend was there, but they never as much as walked through; Ralph and Stokes were with them.

Captain

T. Friend.
22 May 1867.

Captain *Hunter.*] Did they go into the shop?—No, they never stepped over the sill, as I understand Mrs. Friend.

Not out of the road?—No, they spoke to her at the front door; I do not think they saw enough of it to know whether it was a grocer's shop, or a plumber's shop. Mrs. Friend was there and spoke to them, and she was with them until they went away, because they called twice and asked; you can refer to Superintendent Stokes and Ralph.

The *Inspector.*] Ralph says they went to the premises?—Yes.

But that was on another occasion?—Mr. Stokes wished him to call.

Mr. Stokes says he did not search any place in Walmer?—He did not search; he sent Ralph to me, and that is all he did.

JOHN MAY, sworn; Examined by the *Inspector.*

J. May.

WHAT are you?—A boatman.

Where do you live?—The North End of Deal.

What is the name of your boat?—The "Early Morn."

Have you got another boat called the "Henry"?—Yes.

Where is the "Early Morn" stage?—The North End of Deal.

Near to Foster's stores?—Further North than that.

Did you go out in the "Early Morn" on the first day of the wreck?—No.

When did you go out?—I was there the second day of the wreck.

What time did you start from Deal?—We started away just about the dawn of day to get out there.

What time did you get to the wreck?—I cannot say to an hour or so, what time we got there, the wind was so high; it was about 9 or 10 o'clock, I think.

How many other boats went with you from Deal?—I cannot say how many; there were several boats, but I cannot say how many.

Were there 15 or 16, or more than that?—I should not think there were as many as that; I could not tell; we do not notice anyone else when we are there, we are all for ourselves, we don't look to see who there is about us at such times as these.

Who went on board the "North," from your boat?—I can hardly say.

Did you go on board yourself?—Yes, I was aboard myself a little while.

How long were you aboard?—About five or 10 minutes.

Did your lugger lie off?—Yes.

How long did she lie off altogether?—Altogether about an hour, or more than an hour.

On the starboard side?—The lugger was lying the starboard side.

Was it high or low water?—About half-flood.

Could you see much of the starboard side?—Very little; it was in the sand, so.

You cannot tell us how much of the sheathing was off?—I am sure I cannot; there was a little off, but they could not get at her in midships, she had gone down so.

Did your men get any copper off her?—None at all.

Were there any people stripping her at that time?—There were four or five boats lying aside him, but I did not take notice what they were doing.

You neither saw what they were doing, who was in them, or what the boats were?—No.

You never saw any of the persons in them before?—I have seen them before.

Captain *Hunter.*] They might have been stripping copper, for anything you know?—They might have been, there was some copper got off her, but there could not be much of it, because they could not get much of it.

What state did you find her in when you got aboard, was there anything on board?—There was plenty of wreck.

Nothing else?—Nothing else, that I could see.

Did you look into the hold?—I did look down.

Did you see some Manilla rope lying there, do you happen to remember it?—If I did see it, I should not take any notice of it, it is not worth bringing ashore.

Why not; you had all the trouble of going out?—It would not be worth the trouble of putting our hands to it, Manilla rope, the other rope is bad enough, but there was none of that.

Not enough to make a mop of?—I expect it all got washed away before we got there.

What, the running rigging?—That was all brought ashore, or gone somewhere else; there was none there when we got there.

What time did you come ashore?—We were ashore about two o'clock in the afternoon, we got back again.

Do you know who searched your boat?—I am sure I do not know the man's name.

Did you bring anything from the wreck at all?—Nothing from the "North."

Did you bring anything at all?—Yes, an anchor, and a piece of chain.

Where did you get that from?—The tug-boat.

Did your boat, the "Henry," go the next day?—Yes.

Did you go in her?—Yes.

And did you go to the wreck again?—Yes.

Was she down in the sand the next day?—Yes, lower down.

What did you bring back in your boat the next day?—Three or four little bits of deck planks for firewood; there was nothing else, and we brought two windlass handles.

That was all you brought?—That was all we brought, and that Mr. Hight has got.

Can you form any notion how many boats went off from Deal the 30th August?—I am sure I cannot.

What were you doing the 30th?—We went down to the Folkestone Regatta.

What time did you go away the morning of the 30th?—We went away about nine or ten, we started away to go down to Folkestone.

What time were you back?—In the evening, about five or six.

Who searched you when you came back?—I do not know, one of the coast guard about.

You are sure you were searched?—There is no mistake about that; we do not come back without being searched.

J. May.

22 May 1867.

Captain *Hunter.*] You passed by the "North" when you went to Folkestone?—She was lying on the Goodwin.

You passed by, and took no notice of her?—We knew it was blowing a gale of wind, and there was sea enough to knock her all to pieces, and we knew we could not get aboard of her.

The *Inspector.*] What time was it you got near the "North" on the Thursday?—I should say about nine or ten.

The wind was strongish?—There was not so much wind, nor yet so much sea.

Were there any boats round her then?—Several boats.

Mr. *Edwards.*] You are talking of Friday?—The second day.

The *Inspector.*] I want to know the second day, when you went to the Folkestone Regatta?—I did not go to her then.

How near did you go to her?—We went running down right along the shore.

Captain *Hunter.*] Close in-shore?—Close in-shore, with a fair wind.

Mr. *Cumberland.*] You must have gone within a certain distance?—I think it is seven miles to the Goodwin Sands.

Captain *Hunter.*] It is barely four miles from the land?—Is it not more than that?

Which way was the wind that morning?—About N.N.W.

Early in the morning of Thursday?—I was not up very early, I do not get up much before nine; that is how the wind was when I got up, about N.N.W.

The *Inspector.*] How near to the shore did you keep as you passed Kingsdown?—Close in.

How far do you call it from Deal to Folkestone?—I am sure I do not know, I have heard, but I have forgotten how many miles it is.

Did you hear of the wreck of the ship "North" before you started from Deal?—Yes, I was there when the lifeboat came from her.

Did you take a look at her as you passed?—No, we never took notice of her.

Neither going nor coming back?—No, I merely saw her lying there.

You preferred going to the Regatta?—We preferred going, because we thought as she lie out there, nothing could be got out of her, there was so much sea.

What time did you come back from Folkestone?—About five or six in the evening.

Did you see the "North" then?—We could see her.

Could you see whether there were any boats round her then?—No, there was too much sea, the sea was rolling so that you could not tell whether it was boats or a sea.

Captain *Hunter.*] Was there much wind?—No, but there was a swell.

The *Inspector.*] Had you a glass?—We most of us have a glass.

Did you not take a spy?—No, we had something more, to take a little pleasure that day.

What pleasure?—To go as far as Folkestone.

Were you entered for any of the prizes at the Folkestone Regatta?—We did enter, but could not get down soon enough.

Mr. *Edwards.*] Did you take any passengers with you?—Yes, we took Mr. Hight, and we took your brother.

The *Inspector.*] Have you ever sold Riley any rope?—Yes, I have sold him a little old rope at different times.

Did you happen to sell him a good deal of rope just before the 1st October last year?—I am sure I do not know the day of the month, or what it was; I got a little rope from different places.

You do not keep any account?—I do not keep any account.

What is the largest quantity of rope you ever sold Riley?—I can hardly think of the rope that was brought ashore at different times.

As soon as you bring any rope ashore, if it is only 3 lbs. or 4 lbs., do you sell it to Riley, or keep it until you get a large quantity?—We keep it till we get a large quantity, we do not sell half.

Where do you keep it?—In the boat-house.

Cannot you tell whether you did not sell Riley a large quantity last year?—I cannot tell.

Do you live in a house for which you pay rent?—Yes.

Did you pay your rent at Michaelmas?—The man comes for it when he wants it.

Did the man happen to come for it about Michaelmas?—I forget when it is rent-day until he comes; when he comes, I pay it.

Do you pay it quarterly?—Yes.

Did you pay it quarterly last year?—This is a new house I live in now, not above three months I have lived there.

Where did you live last year?—In Golden-street.

In a house for which you paid rent?—Yes.

Did the man call for it the end of September, or the beginning of October?—Yes, the man called for it.

And did you have it ready for him?—Sometimes I have, sometimes I have not, and sometimes I get out of the way that he should not see me.

Do you remember having the money ready for him?—It is a curious thing to get at, and when you have got it, you do not like to see him come sometimes.

Had you not sold Riley a deal of rope at that time?—I have sold him plenty of rope at different times, and canvas too.

Where did you get it?—Some the boat has worn out herself, and sometimes out of ships, sometimes we can make 2 or 3 cwt., and we keep it back until we know we are going to get more, and then sell it in one lot.

Do you ever get new rope out of ships?—I cannot say that, sometimes there has been a short-end put aboard, a piece of a fathom or two, that is no use.

Not longer than that?—Not more than a fathom or two, what is called "half-marks," we have got several pieces out of a ship.

If you brought that ashore, and told the coast guard where you got it from, they would not take much notice of it?—They would want to know all the particulars.

And you would tell them where you got it from?—Yes.

Did they ever go off into the Downs to make inquiries whether it was correct?—They would not go aboard such ships as we go aboard, if they come up here and are homeward bound ships, it is not the outward bound ships, because they have nothing on board.

Then you cannot remember whether you sold

Riley

Riley any rope, or not?—No; I have sold him some sometimes.

You did not get any from the "North"?—No; I did not want much, in fact, they had very little on board, it was all wire rope they had.

Captain *Hunter.*] Were the braces wire rope?—No; there was only the heavy rope brought ashore, that was all wire.

Were the hawsers wire, too?—I do not think she had any hawsers, I did not see them. I heard two or three people say she had two or three old manilla hawsers on board.

J. May.

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GEORGE JOHN FLOWER, sworn; Examined by the *Inspector.*

ARE you the Officer of Customs at Deal?—Yes.

And do you produce the registry of the port of Deal?—Yes.

Can you give us from that registry the names of the luggers hailing from the port with the names of their owners?—No.

How many can you give me?—Probably not more than four or five; they are not registered, they are under 15 tons.

What luggers can you give me?—Many of them were registered before the passing of the last Registry Act, but they are not registered now, they are crossed off the books, but I can give you the names of the owners; there is the "Louisa," that is one.

The "Louisa" does not belong to Deal, she is a Kingsdown boat?—Walmer is in the port of Deal. The "Monarch" comes next.

Who is her owner?—Henry Ayton and Charles Gardener; the "Eclipse" of Kingsdown, John Erridge and Mary Erridge; the "Industry," James Bouch.

Where does she come from?—James Bouch of Deal, that is all I know; and there are many of them cancelled. I suppose they were mentioned after the passing of the Act, and were crossed out. I can give you the names of several of them, with their owners, at that time.

Have you looked through them to see whether Thomas Foster is part owner of any vessel registered at Deal?—I can look through the book.

I do not mean now, but at that time?—Is there any other name you would like, as I am passing through.

Foster is the man that I particularly want?—I believe Foster is not registered as an owner.

Captain *Hunter.*] We were told the other day that he was part owner of two or three vessels?—Yes; but the vessels would not be large enough to be registered.

And you have no register of the smaller craft at all?—No.

Do you know Foster yourself?—Yes; a marine-store dealer.

Has he always been known as a marine-store dealer?—Yes.

The *Inspector.*] He has been a marine-store dealer during all your time?—Yes.

G. J. Flower.

JOHN STAUNTON, sworn; Examined by the *Inspector.*

ARE you a boatman living at Deal?—Yes.

And have been living at Deal all your life?—Nearly so.

And was born there?—I was born at Ashford.

What boat are you attached to, principally?—No particular boat.

You generally go out, I suppose, in one more than others?—The boat I am generally attached to when it goes out, is a boat called the "Fly."

Who does that belong to?—It belongs to a brother of mine.

She is hove up on the beach at Northend, is she not?—Northend.

John Ashington is an owner of her?—He is te owner.

What John Ashington is that?—He is away to the westward.

Do you know whether he was the man who was subpœnaed as a witness to attend Foster's trial at Wingham?—No.

You do not know?—I do not know that he was.

On the 30th August where was the "Fly?"—That I cannot say.

Can you say where she was on the 31st?—No.

Were you out in her on either of those days?—No.

You are quite sure about that?—I cannot say the day of the month that it was.

Do you remember the day the "North" was wrecked?—I remember when it was wrecked, if you can tell me the day of the month.

Thursday, the 30th August?—I was not in her then.

Where were you?—I was in the Northend lifeboat.

Did you go on board her?—I did not go on board her.

Who was the John Ashington that went aboard of her; the same man; the man of the "Fly"?—Yes.

What John Ashington was it that went aboard of her?—A son of Thomas Ashington.

Who was Edward Foster that went on board of her?—A son of Henry Foster, a young man who has been laid up with the rheumatic fever.

Is John Ashington's son Thomas to be found? He lives in Deal, but he was not ashore yesterday.

Has he gone to the westward?—Yes; along with the galley-punt.

Which galley-punt is he in?—I do not know the name; I heard he was away.

You know Thomas Foster pretty well?—The marine-store dealer?

Yes?—Yes, I know him.

How long have you known him as a marine-store dealer?—I cannot tell you; many years.

A good many?—Yes.

Have you had many dealings with him?—If I had any old rope, I generally took it to him for sale.

Do you remember taking some to him the beginning of September, last year?—I am sure I cannot recollect the date of the month. I have been in the habit of doing it.

J. Staunton.

J. Staunton.

22 May 1867.

Cannot you tell the month?—No.

How many times during the last year did you sell him anything?—That I cannot say.

Did you sell him it once, twice, three times, or 20 times?—I might be in a boat, and bring rope ashore 20 times, and not sell it to him three times out of the 20. If we get such a thing as a half a cwt., or a quarter of a cwt., it does not take us all four to take it; if we have two or three cwt., one man goes and sells it, and therefore I cannot say how many times.

Do you remember going out to a vessel in the Downs, about the beginning of September, and getting some rope, and selling it to Foster?—I cannot say whether September, October, November, or August.

Or any other month?—It is a frequent operation with us; we are about every day. As to taking notice of the days or the months, that we do not.

Did you go to the "North" after the first day you went there?—No, not after I went in the lifeboat.

What time were you back on the beach from the lifeboat?—That I cannot give a positive answer to.

Was it 10 o'clock, 9, 11, or 12?—I should think it was very near 12 o'clock by the time we got done, but I cannot say to the time, I am sure. We had a long beat in, and it might be about 11 or 10; I cannot say.

Did you go off in any boat the next day anywhere?—That I cannot say, not to think of any name of a boat. Whether we went off the next day or not, I cannot say.

Did you go to the "North" at any time after that?—Not after I was in the lifeboat; that was the only time I was there.

Can you remember whether you were going to the vessels in the Downs during the week after the "North" was wrecked?—I went to vessels in the Downs, and further away.

Do you happen to remember it?—I cannot call to mind any particular vessel or anything of the sort.

Then you cannot tell me what you were doing at all about the 30th of August, or a week afterwards?—No, I cannot tell you; I should not know it was the 30th she went ashore, if you had not told me; I was in the lifeboat then.

Did you go westward?—Yes.

How far westward did you go?—Fairlight.

Near Hastings?—Yes.

When was this, before the "North" was wrecked or afterwards?—Afterwards, too, I expect.

What did you go for?—Fishing.

What boat did you go in when you went after the "North" was wrecked?—I am sure I do not know the name of the boat; it is a boat called the "Imperatrice," and sometimes the "Faith."

You did not go in all of them?—I was in the lifeboat, and went to the "North."

When you went westward, in which boat did you go?—I cannot say whether it was the "Faith" or the "Imperatrice."

Did you get afterwards paid for going westward?—No.

Did you share in what you got?—Yes.

What did you get out of that trip?—We got 3*s.* 6*d.* in debt one trip, whether it was that I cannot say.

That is a remarkable circumstance?—Yes.

And cannot you remember it?—No, not the amount of it.

THOMAS FOSTER, re-called; examined by the *Inspector*.

T. Foster.

YOU have had time to consider it, can you tell me where you got the gaskets and block strops that you sold to Mr. Gould, of Crabble?—No.

Have you thought about it since you were examined?—I have had a good many thoughts.

And tried to remember?—It is impossible for me to remember.

Have you tried a particular fact?—I have tried.

And have not been able to do it?—No.

Of how many boats are you part owner at Deal?—Five or six.

Give us their names?—The "Cruiser," the "Hope," and the "Poll."

What is she?—A gig; a galley.

Whose name has she got on her, Edward Marsh?—No.

Or Woods?—Yes, Woods. The "Lucy."

What is she?—She is a small paddle punt; a gig. The "Mary."

Was she a paddle punt?—She is another gig.

Whose name is on that?—I think it is my father's name, I do not know.

Are you sole owner of the "Mary"?—No; I am sole owner of no boat only the "Lucy."

Where does the "Lucy" generally lie?—About opposite the "North Star."

The "North Star" public house?—Yes.

In Northend?—Yes.

Captain *Hunter*.] Is that all?—I have got a new boat, but she has got no name yet, part of a new one.

The *Inspector*.] How many of these boats had you got last August?—I had them all except the new boat that was built this year for mackerel, that has no name.

That is the boat you and Riley are partners in?—Yes.

The "Hope" has got Robert Bowbyas's name upon it?—No.

Whose name has she got upon her?—I think a man of the name of Pettys.

Had Pettys that boat in August last?—Yes.

She is a galley-punt, is she not?—She is a galley-punt.

Can you remember which of the Riley's it was that you bought 4 cwt. of rope of on the 15th October, was it Richard Riley or William?—I have been in the habit of dealing with both; I cannot charge my memory with certain transactions in business, in fact, I am in the habit of dealing with very nearly all the people in the north end of Deal, and the south end, too.

Who is the man called Beany, who I see entered in your book?—He lives in the north end of Deal.

Is that his real name?—That is his real name.

What is his Christian name?—John.

Who is this man Neaves?—I think that was the captain of a vessel that I had a little rope out of.

A vessel

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A vessel lying in the Downs?—Yes, I think so.

Do you ever go off to vessels yourself in the Downs to buy things?—Very seldom; not once in a year.

Did you happen to go off to this Neaves at this particular time?—No.

Did he come ashore and sell it to you?—Yes, I think that was the name of the party; I will not be sure, but I think the schooner's name was the "Tartar;" I think so, but I will not be perfectly sure.

When was the last time you were out yourself in the Downs?—The last time I was out was some time last week, but not for any business like.

I mean on business?—I do not think these two years.

Do you remember where you went then?—Yes; the last time I was off I took an anchor and chain to a vessel.

Do you remember the name of the vessel?—I cannot just at present; I ought to.

Was she a brig, schooner, a bark, or what?—A large bark.

Where was she lying?—Just by the south buoy.

Did you go in one of your own boats?—No.

Which boat did you go in?—The "Tiger."

That is a committee boat?—Yes.

Are you a member of the committee?—I am.

Who went out with you?—Richard Riley was one, George May, William Brown, and, I cannot remember all the lot.

Can you remember the month when it happened?—About Christmas time.

Two years last Christmas, or a year last Christmas?—I think it was November; I am not rightly sure.

And have not been out in the Downs since?—I do not say I have not been in the Downs since.

I ask you as to being on business?—Not to go on board ship.

I put it to you again; do you still mean to tell me that you cannot remember from whom you got the gaskets and the block strops belonging to the ship "North"?—I do not believe I ever had anything belonging to the ship "North."

The gaskets and the block strops that were sworn to on your trial at Canterbury as belonging to the ship "North," do you still declare to me on your oath that you cannot remember from whom you got them?—I do.

One other question; whom did you direct to be summoned as witnesses on your behalf at Wingham?—A young chap of the name of Ashington, and Bowbyas.

That was John Ashington, the son of Thomas Ashington?—Yes.

What has he got to do with it; is it the "Early Morn"?—No.

What vessel has he got to do with?—I do not believe he has part of any boat; it is a matter of a boat's crew, the first that gets there.

I only want to know if he was part owner of any boat?—I do not believe he is.

Do you know where he is now?—I believe he is away at sea; whereabouts he is I cannot say.

Charles Bowbyas?—I think he is at sea.

Thomas Erridge, whom we have had here today, and who else?—I do not think I summoned Erridge.

Yes, you did?—Not to my knowledge.

Did you not intimate that Erridge was to be summoned on your behalf?—I do not think I did; I think he voluntarily came to Canterbury; I do not think he came to Canterbury at all.

I said Wingham?—He voluntarily came, I think; I asked him to come.

Mr. *Mercer.*] Did you summons anybody?—Not anybody.

Did you summons anybody?—I did not summons one.

The *Inspector.*] Did you summons anybody to Canterbury?—I think I summoned three to Canterbury.

Who were the three?—Bowbyas, Ashington, and I think the other one was named; I cannot mention it.

Mr. *Cumberland.*] Might not your attorney have summoned these persons without your knowing it?—I think not.

The *Inspector.*] Do you mean to say you cannot remember the name of the third witness?—I cannot remember the third one; I do not know whether there were two or three; there might be only two; it is a good while ago now. About putting down in the book, I have told my wife a good many times to put things down, and she has not put them down.

Mr. *Cumberland.*] Are you quite sure that this person, named Neave, is not the man in the employment of Mr. Hight, the receiver of wrecks?—I never bought a pennyworth of that man in my life; I positively deny that.

Does your wife transact the majority of this marine-store dealing business?—Unless I am not at home; I am sometimes away, and the store is opened for days and nights together, as I told Captain Simpson and Detective Brett, when they found me at River. "You can go there and overhaul my store at any time you like," and yet I see in the public papers Captain Simpson said he was afraid to go there, when I gave him my authority to go.

The *Inspector.*] Did you ever happen to mention that to Mr. Parker?—No; I was there that night, and I saw the policemen round about my store, and I never took any particular notice of it.

Captain *Hunter.*] Mr. Parker has sworn here that he believed you had refused admittance to anybody?—I refused it to no one.

Mr. *Cumberland.*] You were never asked that anybody should be allowed to search your store?—Never asked by anybody.

Captain *Hunter.*] Is the door of the store open generally?—Yes, and sometimes it is open day and night.

Was it open at the time of the wreck?—Yes.

That anybody might have looked in?—That anybody might have looked in that liked; in fact, it is always open; I am never afraid of losing anything.

Mr. *Mercer.*] Do you recollect what day it was I came down to you to your store?—I think it was the 1st or 2nd of September.

I was going to sell your store by auction?—Yes.

And do you remember calling my attention to your name over the door, and my saying, "Do you keep your books all right"?—Yes.

Do you recollect my saying, "I hope you keep your books all right"?—I do.

And what answer did you give?—I told you I kept it as well as I could; I was not much of a scholar.

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Do you remember my asking if you had your name up?—Yes; I told you where it was.

The *Inspector.*] How long had your name been painted up there altogether?—I should think for 10 years altogether.

And "marine-store dealer" after it?—Yes.

Did you succeed your uncle?—Soon afterwards.

Was your uncle the same Christian name as you?—No; his name was John.

Was he a marine-store dealer?—He was.

Had he the name of John Foster painted up over the stores?—I do not know.

However, you had your name of Thomas Foster painted up there for 10 years?—Yes, over one store; I have had two stores in the town.

How long have you had the present store?—Two years.

And during the whole of that time, has your name been painted over the door?—No, a board it was at first.

When was it painted first over the door?—I cannot tell you.

You can remember that surely?—I cannot.

Two years ago is it?—I cannot remember.

Was it painted up long before the "North" business?—It was before the "North," I think.

Are you quite sure about that?—Yes.

How long before the "North"?—Nicholas was the first man that painted it up.

Was that when it was on the board or on the door?—That was when it was on the board.

Where was the board fastened, to the house?—It was.

It was rather more easily to be seen on the board than on the door?—No, it was small letters in black.

On a black board?—On a varnished board.

What was the new improvement?—Painted in large white letters.

Captain *Hunter.*] Was the other put there that it should not be seen?—No.

The *Inspector.*] Have you had any talk with Riley since I examined you at Dover about his books?—Nothing particular that I know of.

Did you tell Riley that keeping books was sometimes inconvenient to a marine-store dealer?—Never to my knowledge.

Did Riley say anything to you about his books?—Yes, I go into Riley's house sometimes to smoke a pipe of a night, and we do have conversations.

Do you happen to know when Riley destroyed his books?—No; Riley never told me he destroyed his books.

Do you know whether Riley had got his books when he was before me at Dover?—I do not.

Mr. *Mercer.*] When your books were produced before me, as clerk to the magistrates, do you remember my instructing you that in future it would be as well if you did it in a more regular fashion?—Yes; and I have done it this year.

Have you got a new book in consequence?—Yes.

The *Inspector.*] And Mr. Mercer wrote out for you how you were to keep it?—He told me it would be better for me to keep it another way.

Do not you remember Mr. Mercer writing it in your book?—Yes; showing me how to keep it, and he told me to do it in a different way; he told me to keep it different, and I kept a different book all this year.

Mr. *Mercer.*] Or your wife has kept it?—Yes, she has kept it as well.

Can you remember at all whether you were away from home during the month of September?—I think I was up at Ramsgate part of the month of September several times.

Away from home for more than a day?—I might be away a night or two, or anything like that.

You buy things frequently from William Erridge, do you not?—Yes.

Do you remember buying anything from him in the month of September?—I am buying from him all the year round.

Do you remember that?—No, I do not.

There is no entry in your book of any purchase from him in the month of September, and he has sworn that he sold you a ton of rope during that time.

I cannot help it if it is not down, that is all.

Used you to pay these people by cheques or by money?—I generally pay them by money.

Do you pay them yourself, or is it Mrs. Foster?—Mrs. Foster pays them sometimes, but in general I pay them myself; sometimes no money passes between us; he might have 5 cwt. of herrings, and there would hardly be a shilling pass between us.

It is exchange and barter?—It has been for years.

Mr. *Fox.*] When did you last see Riley's book?—I never did see it; I never saw it in my life; I never asked him a question about it.

[Adjourned till To-morrow morning.

Ramsgate.—23rd May 1867.

MINUTES of EVIDENCE taken before *Montague Bere*, Esq., Inspector, and Captain *Hunter*, Nautical Assessor, appointed to Enquire into the Circumstances connected with the Wreck of the "NORTH."

(From the Shorthand Notes of Messrs. Cherer and Bennett).

FIFTEENTH DAY.

GEORGE PEARSON, sworn; Examined by the *Inspector*.

G. Pearson.

23 May 1867.

Do you live at Deal?—Walmer.

What are you, the owner of the "Brave Nelson"?—No.

What are you then, the master?—No.

Have you anything to do with the "Brave Nelson"?—I was in the "Brave Nelson" at the time.

One of the crew of the "Brave Nelson"?—One of the crew.

To whom does the "Brave Nelson" belong?—Henry Marsh.

Does he belong to Deal?—He belongs to Walmer.

Do you know Henry Marsh, who owns the "Mexborough" lugger at Deal?—I know him.

Do you know if this Henry Marsh is any relation of his?—No, he is an independent gentleman; Henry Marsh belonging to the "Brave Nelson."

How many had you in crew in the "Brave Nelson"?—I think there were 12, I will not be certain, 11 or 12; I cannot say to a man.

When did you first learn or see the "North" was wrecked on the Goodwin?—About five in the morning.

Did you see it yourself?—I saw it myself, just before the lifeboat left.

Was there a bell rung to get the lifeboat's crew together?—She was full before I got up.

What time did you start from Walmer beach for the wreck?—About half-past seven o'clock.

How far do you suppose it is from Walmer beach down to the South Sands Head?—Hard upon five miles.

And how far to the ship?—About the same distance.

And what time did you get down to the ship?—We got there about half-past eight or nine o'clock; I cannot say to a few minutes.

Were you the first boat that went off from Walmer?—We were the first boat out; our boat was brought up in the roads at the time.

Captain *Hunter*.] After the lifeboat?—Yes, our boat was brought up in the roads; no other boat could get off; we were there three hours before we could get near the ship at all. The sea was making a complete breach right over her, and we stayed three hours there without being able to get there at all, outside the land altogether.

You stayed from 7 to 11?—It was past 11 before we got to the ship, so it was half-past 8 when we got there there first. At 12 there were light winds. We had as much as we could to run, with a reefed small sail.

It moderated aftewards?—Yes, and the sea went down.

The *Inspector*.] What time did the sea go down?—We were there three hours before we could get near the ship at all.

How far were you lying off the ship?—About a third of a mile outside the bank.

Could you see her sails and running rigging?—We could see everything.

How many sails had she set then?—I cannot tell how many sails she had set.

Were they blowing about in the wind?—They were blowing about in the wind at the time; the maintopmast was gone.

That went about eight?—It went before we went off, about half-past six in the morning.

Could you see it go?—We could see it go from Walmer.

Captain *Hunter*.] Was that the topmast, or the top-gallant mast?—The topmast.

Are you sure?—Yes.

The *Inspector*.] About 12 you were able to get to the ship's side?—About that time we got alongside.

Did you go aboard her?—I did not.

Who went aboard her from your vessel?—I cannot tell; four or five, or five or six.

Give me a name?—I cannot remember anyone.

You must remember who went?—I hardly know who there was in the boat.

You must try and remember, if you please?—There were five or six put off in the boat, I know.

Did you stay on board the lugger?—Yes, looking after her.

How long were you on the lugger before they came from the vessel?—I dare say an hour.

When they came back from the vessel what did they bring in the punt with them?—Four or five bundles of canvas.

They brought some other things, did they not?—Nothing else.

Just think, and do not answer in such a hurry; did they not bring some seamen's discharges?—They were in the boat; I do not know whether they brought them first or last.

How many times did they go to the ship?—Twice.

Did they bring anything but canvas and seamen's discharges?—They brought one sail.

What sail was that?—I do not know what sail it

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it was. It is at Mr. Hight's. It was never opened.

What did you do with the canvas when you got it?—Put it on board the lugger.

Then did you leave?—Then we left.

What time did you get back to Walmer beach?—About nine at night.

How long did it take you to get back?—There was no wind.

Was the tide against you?—The tide was against us.

What time did you haul up upon the beach at Walmer?—The next day.

Did you lie off during the night?—Yes, moored the boat off.

Did all the men come ashore in the evening?—All the men came ashore from her.

Was any person left on board the lugger at all?—No, not a soul.

And, as far as you know, nobody went to the lugger that night?—No.

You did not go at any rate?—No.

During the night could any man have gone off to the lugger without your knowing anything about it?—Oh, yes; we went and fetched the canvas.

That was in the morning?—No, we brought the canvas ashore between 11 and 12 that night.

In the punt?—Yes; and then in the morning we fetched the sail and brought that ashore.

Did you bring the sail ashore in the punt?—In the punt.

What time in the morning did you bring the sail ashore?—Four or five o'clock; just about daylight.

It was too heavy to be brought in the punt with the other canvas?—Yes.

How many men went off in the morning to get the sail?—Five or six of us went off.

Cannot you remember the names of the men who were in the boat that day?—I can remember the names, but to say who went to the ship first I cannot remember.

I want to know anyone that went to the ship at all?—That I cannot answer.

Did the men who brought the sail tell you where they got it from?—No, they did not say anything to me as to where they got it from.

Did you ask them where they got it from?—No.

Could you see whether the sail they brought had been cut from the yards?—No, it was a whole sail, made up.

Captain *Hunter.*] Taken out of the sail cabin, no doubt?—Taken out of the sail cabin, and the pieces of sail were in the same way.

The *Inspector.*] Then they were taken from the sail cabin?—I daresay somewhere between decks; I cannot say where.

How long were you there altogether; from half-past 8 to 12, and from 12 to what?—About three o'clock; between two and three.

You were about six hours?—Altogether I dare say we were.

During that time how many boats, as far as you can remember, came to the wreck?—I dare say there were 20 altogether from one place and another; I cannot say to one or two.

Can you tell me what sort of boats; were they all luggers or galley punts?—Most all luggers.

Can you tell the difference between a Broadstairs lugger and a Deal lugger?—I can tell the difference if I see boats.

Did you see them that day, and observe them sufficiently close to be able to say whether they were Broadstairs luggers there as well as Deal?—I could not tell whether they were or no, for I never took notice what boats there were.

Do you know what other luggers came from Walmer that day?—No.

Do you know a boat called the "Cosmopolite"—Yes.

Is Charles Pearson any relation of yours?—He is my nephew.

Do you know he was on board the "Cosmopolite"?—No, he was not.

Is he the owner of the "Cosmopolite"?—No.

Is there any other Charles Pearson in Walmer?—No.

Who is the owner of the "Cosmopolite"?—Samuel Pearson, my brother.

Did he go out in the "Cosmopolite" that day?—Yes.

Think again, and see whether you cannot remember; I only want the name of one man?—I cannot give it you.

It is of great importance to us to find some person or another who went on board, because we want to know the state the vessel was in, and we want to have some one name of one person who you think can give us a direct account of what was on board?—I cannot tell you; there were so many people, and it is so long ago.

Mr. *Cumberland.*] Who was the master of the "Brave Nelson"?—There is no master.

There was some person acting as principal?—There was not one in the boat had anything to do with the boat; a strange party takes the vessel.

Captain *Hunter.*] There would not be above three of you left?—Yes, there were 12 of us on board altogether.

Seven went?—I cannot say whether five, six, or seven, or four went at first; it is so long ago I forget all about it.

Mr. *Edwards.*] You go off in different boats?—Yes; I go in one boat to-day, and the next day I go in another boat. We never have the same crew; myself, perhaps, I am off in three or four different boats in one day.

Captain *Hunter.*] Did you consider you had a load in, when you left the ship?—No, bless your soul! we could carry ten times as much if we had it.

Why did you not wait and fill her?—There was nothing to fill her with.

Do you mean all the sails were out of her?—Yes; there were so many people, one getting one thing and another getting another.

Mr. *Edwards.*] How many boats were there before you went aboard?—I dare say there were a dozen people there before we got there.

The *Inspector.*] Did you see people up in the rigging cutting the sails off the yards?—There were several people aloft, as far as I know.

Do you know whether any of your people went aloft?—Not one.

Why did they not—I do not know why.

Your people were the first to get there?—No.

You said you got there before any other boats?—We were there, but not on board the ship.

Why were you not the first people to get on board?—Because we did not like to risk our lives.

Other boats were more adventurous than you were?—Yes; where I did not go myself I did not wish others to go.

Did you see your brother's boat, the "Cosmopolite," come up?—Yes.

Did

Did she come along after you?—Yes.

How long after you did she come out from Walmer?—I suppose we had been out there quite the three hours or over when they came out.

Did they go on board before you?—As soon as we did.

Do you know whether your brother, Samuel Pearson, went on board himself?—I do not believe he did.

Can you remember anything of his crew?—No, I do not know who were with him.

Did you see any people while you were there cutting down the running rigging?—No.

The rope; not the standing rigging?—No.

Captain *Hunter.*] Unreaving her?—No, I do not think she had anything to pay anybody to get; there is nothing but Manilla there, which is not worth having.

The *Inspector.*] You did not go on board yourself?—That is all I learnt from other people.

When you came away were all the sails cut from the yards?—No.

What were left, as far as you can remember?—The square mainsail was left, the main topsail, the main top-gallant sail, the boat hawser; there were two boat hawsers.

Captain *Hunter.*] Had she double-reefed topsails?—Yes.

You have made a mistake?—I thought she had double-reefed topsails. That gives you an idea what particular notice I took of the ship.

Then you could not see that the ship had lower sheets rove, halyards rove, and braces rove?—I did not take notice. I dare say she had them.

But you say nothing worth taking?—That is what I heard; she had them all rove; you are satisfied of that, but what they were, I cannot tell you.

But they are stout rope; you know that?—Yes; they are stout rope, that would be, I dare say, seven-inch rope.

The *Inspector.*] Did you go out to her again? We went out, but never went near the ship a second time.

What day did you go out?—We went out the next morning after we landed the sail, and came back in the evening. We could not get in, and there we laid until the tide got up.

You can remember the time; was it after dark you got back to the shore?—No, it was late; about six o'clock.

Did you go out to her again at all?—No.

Never?—No, never; not near the ship afterwards.

Did you send this canvas up to the receiver of wrecks?—Yes.

You, yourself?—By the coast guard; the boats' crew and the coast guard.

Did you stay with it?—I stayed with it when it was put in the cart; that was all.

Do you remember what the coast-guard man's name was?—Hill and Russell when we got the pieces of canvas up; but we went away before the cart came up for the hawser. I do not know who put that up.

That was in the boat, was it not?—In the boat that was; as we landed, the cart was sent for it. It was put up in the cart and sent to Mr. Hight's, four or five pieces, or six pieces. I do not know what it was any more than any one of those gentlemen sitting round the table now.

Do you do a pretty good business with the shipping, in the Downs?—Sometimes.

Do you ever get old rope and canvas given you in exchange for provisions?—I have done plenty of times.

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Have you ever had new rope given to you too?—Never.

Never, at any time?—No.

When you have bought the old rope cut up, has it been in small pieces, or in lengths?—Small pieces; two or three or four fathoms long; six, or seven or eight. That is worn out and fit for no other use but to be chucked overboard. They give it us. I have brought letters ashore for it, and things. It is always in the room of pay-money.

When you have brought it ashore, and the coast guard have searched the lugger, have you told them you brought it from a ship?—Yes.

And then they have passed it?—Yes; as of no value. Perhaps it would not be worth 2 *s.* or 3 *s.*

If you brought a hundredweight of rope, it would fetch 10 *s.*?—No.

Yes; Manilla rope will fetch 5 *s.*, and other rope will fetch 10 *s.*?—Yes; a great many times rope is higher than other. Sometimes it will fetch 7 *s.* a hundred; at other times 10 *s.*; all within a few months.

Was there a man called Mercer in your boat?—Yes.

And a man called Chadwick?—Yes.

And a man called Jordan?—He is here to-day.

He was in your boat too?—Yes; he will be up here.

Do you remember whether either Mercer, Chadwick, or Jordan went aboard?—No, I cannot say.

How many men landed with you in the "Brave Nelson" punt, the first time?—That I cannot say; there might be six, seven, eight.

Are you sure there were more than three?—The first time we landed?

Yes?—There were more than three, the first time we came ashore to have something to eat. We all landed. We got something to eat, and then went off to fetch these things, and then there were three came ashore in the punt with a piece of sail.

Those three, whose names I have mentioned?—As far as I know, I believe those were the three.

Do you mean to say you did not remember Jordan was on board the "Brave Nelson," until I mentioned his name?—Yes. I remembered his being aboard the boat.

Now, I have put the names of those three men to you, as members of that crew; can you tell me the names of any other people that went out with you, from Walmer, to the boat?—There is Moss and Verrier.

Anybody else?—Two Mercers, Ellenden, Austin; and I think I have now told you as many as I can.

Having remembered the names of a good many of the crew, can you remember which of those went on board the ship?—No; I cannot mention one man's name that went in the boat first aboard the ship.

How much can your boat carry; what weight?—She is nearly 16 tons register. I suppose we could put into her, in everything, 24 or 25 tons.

The sails and canvas you got of course did not weigh anything like that?—I do not expect they weighed a ton or a half. I cannot say what it does weigh. It is down there.

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Why did you not wait to get more out of the ship?—It was no use; it was worth nothing.

You would have got something for it?—No.

You had incurred all the expense of going off from Walmer to the ship; you had stayed there for three hours, and you were coming back again; why did you not get more things on board your boat?—I was not on board the ship to know.

Did they come and tell you there was nothing more to be got?—They said there was nothing more to be got, and so we came away and left it.

Captain *Hunter.*] Where you got that sail from, the sail cabin, we know there were a great number of sails?—Very likely; but there were 20 boats there, and we might get it. It is impossible for one man to say I will take all this lot.

Did you mean somebody else had got them?—Very likely; if one boat had been there alone, they could have worked and got all the stores out themselves, but where there are 20 boats, there is everyone trying to get something if they can.

The *Inspector.*] Which way did you come back from the wreck; had you first of all to head towards Dover?—Yes.

And then tack?—Yes.

Did you tack more than once?—Three or four times.

Did you speak any of the vessels, in the Downs, as you came back?—No, we did not; we dropped up here in the bay on the flood-tide, and tried to get back from there; that is all we could do.

JOHN JORDAN, sworn; Examined by the *Inspector.*

J. Jordan.

Do you live at Walmer?—Lower Walmer.

What are you; a boatman?—Yes.

Are you owner, or part owner, of any boats at Walmer?—Yes.

What boat are you part owner of?—The "Wild Girl," and the "Violet."

Are you sole owner, or part owner?—Part owner.

Are the "Violet" and "Wild Girl" galley punts?—They are big punts; not exactly galley punts.

Do you call them eight-oared galleys?—No; they are bad-weather boats.

Captain *Hunter.*] Smaller than galley punts?—They are larger than galley punts.

Between a lugger and a galley punt?—Yes.

The *Inspector.*] They are commonly called galley punts, are they not?—No; they term them big punts.

Mr. *Cumberland.*] Have they any deck at all?—No.

Captain *Hunter.*] A fore peak?—No.

Then they are the same, except a little larger, as a galley punt?—Yes.

The *Inspector.*] Do you remember the 30th August, when the "North" was wrecked?—Yes.

Did you go out in the "Brave Nelson" to her?—Yes.

Do you remember what time you started from the beach at Walmer?—No, I cannot say exactly.

Did you hear the life-boat bell ring?—Yes; that called me out of my bed.

And how long after the life-boat had started did you start?—We lingered on the beach some time, and then we went in and got breakfast; I cannot say what time it was.

Do you remember who was with you of the crew?—No, I cannot.

Who took charge of her?—That I cannot tell; when we get together like that, there are so many masters together, that one has as much control as another.

Were you all masters and no men?—We are not exactly all masters, but we all have a voice in the subject.

If you do not know what time you started from the beach, you can hardly tell me what time you got to the ship?—No, we went to try and board the steamer, and I very nearly lost my life there; and then we would not go on board the ship until a long time afterwards.

Did you go to the "Wellington" tug first?—Yes, and got aboard.

Did you go in your lugger?—No, in the small boat.

How far off from the "North" did the lugger lie?—About from here to that lighthouse.

Did you put off in the punt to go to the "Wellington" tug?—Yes.

Who went with you, do you remember?—That I cannot say; it is so long ago now.

If I put the names to you, do you think you can remember them; did either of the Mercers go?—Yes.

Which one?—Both of them, father and son.

In the punt?—Yes.

What are their Christian names; can you give them me?—John and Joseph, I think, and I think William Moss.

Chadwich?—No, that was all, I think.

Verrier?—I think that was all; there were four besides me.

Then you four or five went in the punt to the "Wellington" tug?—Yes.

And got on board of her?—Yes; and we had another steamboat there to assist us.

Was that the steamboat from Deal, the "Robert Burns"?—Yes; in case anything should happen to us, she was there to render us assistance.

The sea was running pretty high?—I know it was; I was very glad to get away from her again.

Did you go back in the punt to the lugger?—Yes.

And how long did you stay in the lugger before you went in the punt again?—That daunted us; we did not like to tackle it again; we stopped there two or three hours.

Did the punt then go to the "North"?—Yes.

Did you go in the punt to the "North"?—Yes.

Were there either of the three men you have mentioned with you?—Austin, Wyburn, and me; I do not think there were any more; there were only three of us, I think; I cannot exactly say. I might, if I was to overhaul my mind a little, if I was among them to inquire, I might say, but I cannot.

Did you go on board yourself?—Yes.

When you got on board, were there many people on board besides you?—There were a few people on board.

That is 20 or what?—I did not stop to count the people; I was looking if there was anything to save.

You could tell whether there were 10 or 20?—We do not count the people.

Mr.

Mr. *Cumberland.*] Were there as many people as there are in this room?—I cannot say, with a large ship like that; one here and one there. I could not tell you how many there were.

How many boats were there round the ship?—That I cannot say; there were a great many.

How long did you stay on board?—An hour and a half or two hours.

Did you go all over the ship?—We went about the deck.

Did you go into all the cabins?—We went into the main cabin; at least, I did.

You went into the main cabin yourself?—Yes.

What did you find in the main cabin?—Nothing.

Was there no furniture in the main cabin?—Nothing.

Nothing at all?—Not when I was there. All I saw was a bit of a mahogany sideboard; I thought it was adrift; I tried to pull it down, and it would not come; where they place glasses and things.

Was there a chest of drawers there?—No.

Any books there?—No, not that I saw.

Any clothes about in the main cabin?—Not that I saw.

Or ship's instruments?—Nothing.

Did you go into the sail cabin?—No, I did not go into the sail cabin.

Who brought the sails and the canvas that afterwards were brought by your boat?—I saw some of our people getting them into the small boat, and I went and lent them a hand. There was one sail, I think, and three pieces.

Do you know where they got them from?—I do not know; I believe they were on the vessel's deck; but I do not know; I cannot speak to that.

Captain *Hunter.*] The place where they are kept is on deck. The sail cabin was in the poop?—I do not know.

Do you mean to say you went all over and did not see that?—I tell you what I have seen. I went into the main cabin.

You must have passed the sail cabin?—Yes, very probably I might, but I did not know the way, which they termed the sail cabin or which they termed the captain's cabin.

It must have been a very cursory look if you only went into the main cabin?—That was all.

You did not go into the sail cabin?—I had a look into one or two places, and saw they were all cleared out, and I came on deck again.

The *Inspector.*] Did you happen to look at the doors of the cabins?—I did not take any notice of it. People were singing out, "Every one look out for himself, for the mast is coming"; and I thought it was going to fall.

Which mast was that?—It looked like the mainmast.

Can you remember at all whether the doors seemed to have had their hinges and locks taken off while you were there?—To the best of my recollection, I think they were panelled doors. I think they were slips, like; several of them where I went, these panels, were broken in, and I afterwards saw through them, but there was nothing in when I got there.

Did you go into the forecastle at all?—No, I never went along there.

You do not know of your own knowledge where the sails were got that were afterwards put into your boat?—No, I do not.

Can you tell me whether Austin or Wyburn put them in?—I think they were in the boat. I think it was some time after we were on board.

They would not be put by any other person in your boat?—No, they were taken by our own people.

Captain *Hunter.*] You made two trips?—I know the last time when the boat came back to the ship to take us out she received great damage in the broadside, and we had to pull off our jackets and shove in these holes to get back to our boat again. Then we went back to the boat and set her sail up, and came in. We said we had had enough of it.

The *Inspector.*] Did you go off that night?—Yes.

Did you go off again in her the next day, when she went out and did not get to the ship?—Yes; we did not get to her.

You came back again in the evening?—Yes; we did not get to the ship, it was a calm.

Did you go out again afterwards?—No.

Not in her boat; but did you go out again in another boat?—No; we found the "North's" mainmast in the Downs.

You brought the mainmast ashore?—I say the "North's." We found a mainmast, but whether it was the "North's" or not, I cannot say.

But you did bring a mainmast ashore?—Yes.

Do you remember what day it was?—No; I remember it blew a gale of wind, and we brought it ashore abreast of the dock.

Where did you find that?—In the Downs, driving about among the vessels. It was right abreast of Kingsdown.

About how far from where she was wrecked, do you think?—She was wrecked on the Goodwin.

Kingsdown is near there?—It was about a mile or a mile and a quarter off among the ships.

You brought it in, and it was landed and given over to the receiver of wreck?—Yes.

Is that all you know about this business?—That is all.

Mr. *Cumberland.*] Do you recollect seeing any seamen's certificates in the punt or on board the ship at any time?—I believe I picked up one or two on deck.

The *Inspector.*] Do you remember picking those up (*handing some certificates to the Witness*)?—I think I picked up those. I do not remember what it was.

Was it a thing like this?—Yes, I picked up one or two of these; I do not know whether it was one or two.

Do you know where you picked them up; was it in the captain's cabin?—No, they were lying by the mainmast, as near as I can say; they were wet, and we dried them.

And do you remember also another piece of parchment, something like this, being picked up at the same time?—No, I do not remember that.

These were the only things you picked up?—I might have picked that up; I cannot say, it is so long ago.

Captain *Hunter.*] Did any of your crew pick up others, or did you pick them all up?—I think they only picked up two.

The *Inspector.*] Do you remember whether you did not see a chest of drawers in the captain's cabin?—I do not think there was, as far as I can remember.

Mr. *Cumberland.*] Did you see any people in any

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any of these cabins when you looked in through the broken panels?—No, there was nobody there; not a soul in the cabin. I went in, and had a look round, and came out again.

You did not see a soul in any of the cabins?—No.

Captain *Hunter.*] None of your Deal men?—They kept up coming on to have a look, the same as I did, one and another person.

Mr. *Cumberland.*] When you looked into the cabins through the broken panels, do you say they contained nothing; no clothes, nor anything?—I did not see anything.

The *Inspector.*] How did you think the panels had been broken; by the force of the water or the force of the fist?—It was impossible for me to say.

Or by axes?—According to what I saw of the panel, it would not take a very big axe or a very big fist to break it, because I took one piece and lifted it up, and broke it with my fingers.

Captain *Hunter.*] Did you see whether they were freshly broken?—I could not say they were freshly broken, but I saw they were broken. Everybody was singing out to look out for himself, and we had not much time to overhaul things. If I had known I was coming to this job, I would have taken more notice.

Had many small boats gone to the "North" from the luggers before you went; that made you go?—Yes.

Perhaps it was seeing them go without danger made you go?—Yes.

Can you tell whether any of the punts that had been to the "North" had gone back to the luggers before you went?—No, I did not notice.

Did any go back while you were on board?—No, because she had a very deep bulwark, and I could not see over them.

The *Inspector.*] I suppose they were all busy loading their punts as well as you?—What with?

With sails and rope?—I saw no sails and rope.

You took some?—Yes, we took some, as I tell you.

You are not going to tell us that the ship got ashore there without any sails in her?—I dare say there were sails.

I ask you, loading the punts with sails?—Yes; but you know a punt would carry a good deal more than what we get; I did not see them loading punts with sails.

Mr. *Cumberland.*] You went twice on board?—No, the boat came twice; I was on there the whole time.

The *Inspector.*] How long were you on board altogether?—I do not know; an hour, or an hour and a half.

What were you doing all that time?—Standing and looking like the rest of the people; there was nothing to do; we had a notion of taking some cargo, but the sea was too much to get the cargo out.

You were doing nothing but standing and looking about?—After we had got these three pieces of canvas, while the punt was gone with one sail, we tied up these three pieces.

Did you see them tie them up?—I helped to tie them up.

Do you know where they were got?—No, I do not; I cannot say exactly.

Where did you help to tie them up?—Between the mainmast and the poop.

Captain *Hunter.*] Did you not try to give them a lift with the one sail?—I did.

And helped them to get them out of the sail cabin?—I do not know where our people got it. I saw them getting the sail over the side into the boat. I tell you I saw them getting the sail into the boat, and I went and lent them a hand to get it in.

I ask you where it came from?—I tell you I do not know where they got it from.

Mr. *Cumberland.*] And the whole time you were on board you were doing nothing?—Only getting these three pieces.

What were the other people doing; standing about?—I was not looking after other people; I was looking after myself.

The *Inspector.*] You seem to think you being on board and taking these things was a wrong thing to do; it was no more than what you ought to have done?—It was; I was lending a hand to do it.

You say you stood by and lent a hand to this sail?—I lent a hand to the sail.

Mr. *Cumberland.*] And you say you were standing and looking about for an hour and a half, and yet you say you saw nothing?—I did not take notice.

Mr. *Edwards.*] You said you saw them getting canvas into some of the boats just now?—No; I saw no more than the pieces we got; and I was looking after my own people; that was all.

The *Inspector.*] Did you see any persons up in the rigging, cutting the sails off the yard?—I did not.

Did you see any persons in the rigging, cutting down the rigging itself?—I did not; when we left the ship the main topmast and the main topgallant mast was gone over the port side, and the ship was jumping about, and as I tell you, we stove the broadside of our boat in; and I am well aware nobody would go aloft to get the rigging while the ship was bumping about, as the mast might fall. We left the ship, and when we left the decks were full of water.

Mr. *Cumberland.*] What time did you leave?—About half-past one. We were ashore before dark.

Captain *Hunter.*] But you were aboard a little after 12?—Yes.

And you were an hour and a half aboard?—It might be two hours; I cannot say to a minute or two.

The ship must have been quiet enough when you got on board?—Yes, she lay pretty quiet.

But you say she was bumping?—As the water rose, as I was in the cabin, she began to bump, and they sang out, "Every man for himself." I was in the cabin, and I looked round.

The *Inspector.*] That is a common order to make; every man for himself?—To look out for his own life.

And everything else?—When we hear the word pass among ourselves, "Every man look out for himself," it signifies life.

Mr. *Cumberland.*] Do you swear you saw no clothes at all about the ship, either lying about the decks or in any of the cabins, or in the possession of any of the persons on board?—I have taken an oath upon the book to tell you what I have said.

Did you or not see anything of that?—No.

Mr. *Edwards.*] The "Brave Nelson" never went ashore until the 31st?—Yes.

Did the "Brave Nelson" come to the beach?—She came to the beach and landed her things, and we went to see if we could get there the

next morning and could not, and then we came back to the beach.

Was she higher up between your first coming back and the second?—No.

What mahogany sideboard was it you saw in the cabin?—It was a mahogany sideboard with holes in it for glasses to stand in; that was the only thing I saw.

The *Inspector.*] Other boats from Walmer got to the wreck on the 31st, did they not?—I do not know about them, when there is a case like that. We did then, and always used to go, and everybody was looking out for himself to get what he could; they were not looking after other boats or other people.

Do you know a boat called the "Wonder" of Walmer?—What class of boat?

James Sims is the owner?—I cannot call it to mind; there are so many boats there. I do not know any boat myself by that name.

Sims is the name given as the owner?—He is a pensioner's son; a young boy.

It is a small boat?—I know it.

It is a galley?—That is what we call a galley punt.

Do you happen to know whether she went off?—I do not know.

I think you told me you had to do with the "Wild Girl"?—Yes.

Did the "Wild Girl" go off?—Yes, I think she did.

Did she go off while you were out of the "Brave Nelson"?—No.

When did she go off?—I think she went to the ship after we had left in the "Nelson."

The same day?—I think she was there the same day.

When you came back did you find her?—When we came back the ship was jumping away on the sand, and I saw the "Wild Girl" outside of us waiting, as if waiting to get alongside of her. We were going inshore.

Do you know when the "Wild Girl" came back to Walmer?—No.

Do you know the "Royal Albert"?—Yes.

Was the "Royal Albert" at the wreck on the 30th?—No, I do not think she was; she was away to the westward. *J. Jordan.* 23 May 1867.

Was the "Cosmopolite" there the 30th?—I think she was.

Do you happen to know any of the Kingsdown boats, the "Pilgrim" or the "Earl of Zetland"?—No; I tell you there were several boats right round there.

Mr. *Cumberland.*] You said you were part owner of the "Violet". Was she there at all the Thursday?—No, she was not out to the ship at all.

Have you ever happened to get new rope given to you by the ships in the Downs in exchange for provisions?—I was aboard a vessel a little while ago; we carried away our halyards. I said "We have broken our halyards; we will buy a bit of rope." He said "I will not sell it you, I will give you a bit;" and he gave it, and we rove it.

What size rope was that?—About an inch and a half.

Was that the only time you ever got a bit of new rope given you?—That is rather a curious question to ask, so much as we knock about.

One man says he gets a great deal, another man does not get any, and another man does not remember?—There is a difference in our line. We do not take off bread, eggs, and things. We are what we term channel pilots.

Mr. *Edwards.*] You are not bumboat men?—No.

Do you know a Broadstairs lugger from a Deal lugger when you see it?—Not at any distance.

Were there any Broadstairs boats there when you left?—When we left there were Broadstairs, Ramsgate, Margate, and Dover. When we left they were going towards the ship. There were a great many of all sorts of boats, in fact, before we left.

Do you know a boat called the "Morning Star" of Ramsgate by sight?—I do not know one boat from another.

JOHN ASHINGTON sworn; Examined by the *Inspector.*

Do you live at Deal?—Yes, north end of Deal.

And are a boatman?—Yes.

And a pilot too?—Sometimes.

And a bumboat man?—Both.

What ships have you got an interest in in Deal?—Plenty of ships.

What boats have you an interest in?—None, as owner.

You are part owner of some?—No.

You are not part owner of the "Fly"?—No, that is my uncle's.

Is your father's name Thomas?—Yes.

Did you go out in the lifeboat on the morning of the 30th?—Yes.

And what time did you start from the beach?—Between five and six o'clock.

What time did you get to the wreck?—We were about an hour getting there; about seven.

Did you go on board?—Yes, I was the first man in the lifeboat aboard of her.

Was the Walmer lifeboat there at the same time?—Yes.

Did James Sponder go aboard from the Walmer lifeboat?—There was a man aboard.

How long did you stay aboard?—Ten minutes. *J. Ashington.*

Where did you go?—I went in the cabin, and another man that was along with me went in the poop.

Did you go only into the saloon?—That was all.

Into the main cabin?—Yes into the captain's cabin.

Captain *Hunter.*] The cabin where they mess?—Yes.

The *Inspector.*] Can you tell us what the furniture in that cabin was at that time?—I saw nothing but a parcel of old rubbish stuff; an old mattress knocking about.

In that cabin?—Yes.

In the main cabin?—Yes, knocking about on the floor.

No furniture of any kind?—Nothing that I saw.

Did you see a mahogany sideboard there?—I might not have noticed it.

Were there any tables of any sort or kind?—I never noticed it.

Did you look into any of the side cabins?—No, I halloed out in the cabin.

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What did you halloe out in the cabin for?—To see if there was anybody asleep; I went to save the people.

I want to know the state of the ship?—She was abandoned when we were there; she was full of water.

Captain *Hunter.*] The water was not in the poop?—No.

The *Inspector.*] You did not happen to look into any of the side cabins at all?—No, I never disturbed anything.

Did you look into the sail cabin to see if there were any sails?—No.

Or the carpenter's cabin?—No.

Did you go in the forecastle at all?—No, the other man went who was with me, Edward Foster.

He is laid up with the rheumatism?—Yes.

Could you tell when you got there how many of the sails were set?—I could not say how many were set, the mizen top-gallant sail was lying about all in ribands; they might have been all there, but we had not long to stop, because our boat was aground alongside of her.

On which side was the lifeboat aground, the starboard or the port side?—The port side; the off side.

The side furthest from the land, you mean by that?—Yes; her head laid this way.

Her head laid south?—Yes.

Had the main topmast gone at that time?—That fell down while we were alongside.

That fell on the port side?—Yes, that fell on the port side.

Could you see along her side how much of her sheathing was then out of water?—That was the first day when we were there.

But how much was out of water?—She was about five or six feet under water the first day, that is, under the sand, but the next day I should think she was 10.

What I ask you is, the first day, when you saw her first, could you tell what quantity of sheathing was out of the water; how much in sight; how much could you see?—About two and a half feet or three feet; something like that when I was there; I did not take much notice.

How much water does your lifeboat draw?—I think she draws a foot and a half.

Supposing the vessel was as you say, six feet in the sand, she only having been six hours on the sand then?—She had a list on the port side.

Wilds says she had no list?—She had a bit of a list.

Your boat is a foot and a half, and we will say she is five feet in the water, can you form any judgment of what her height from her keel to her covering board was?—No, I cannot.

Did you see her draught at either the stern or bow?—No, I did not take notice.

If I tell you she is 22 feet?—I did not notice it; that is the fact.

Captain *Hunter.*] And you do not know what sails she had set?—No.

The *Inspector.*] What time did you get back to Deal beach?—I suppose it was 11 by the time we got back.

Did you go out again to her?—I went out again afterwards.

When did you go out?—The third or fourth day.

Was that the Saturday or Sunday?—I will not be certain.

What boat did you go in?—The "Little Wanderer."

Is that one of Foster's boats?—It belongs to Mr. Wilds; part of his boat.

Do you mean the "Little Wanderer" lugger?—Yes.

The name on her is Jervis?—Yes, George Jervis.

Did you go out in her to the "North"?—Yes.

Do you remember what day it was; was it the Saturday, the Sunday, or the Friday?—I cannot say; I know I was in her.

Did you go on board the "North" that day?—Yes, I was aboard the "North" getting the cargo out, and putting it on board a lighter.

Was the lighter there?—Yes.

Did you see the person whose name you heard afterwards to be Captain Russell, come on board?—I suppose I heard that name come on board.

Some one said it was Lloyd's agent?—No, they said it was Captain Russell aboard.

Did he come aboard while you were there?—That I cannot say; I was getting the cargo on board the lighter.

Who employed you to get the cargo on board the lighter?—That I do not know; it was a gentleman from Dover.

Do you know Mr. Irons, the harbour master of Dover, by sight?—I have heard his name.

Do you know him by sight?—No.

You cannot tell whether he was the person who gave you the order?—No.

Are you quite sure it was not the day after you went in the lifeboat?—It was not the day after.

What time on the day that you were out did the lighter leave the vessel to go to Dover; did she go before you left?—Yes; she brought up inside the ship, and we rowed the cargo on board of her in one of our small boats; in the "Little Wanderer's" small boat.

How many bags of rice did you get out of the hold?—Sixty I think it was.

Was the diver there at that time?—No.

Not Mr. Harris, of Whitstable, with the "Union" and the "Nancy"?—I did not notice them. I saw lots of boats there getting the cargo, but I do not know what boats they were.

What time did you get back to the beach that day?—We went there about eight, and then we got aboard the ship, and it must have been one o'clock before we got ashore again.

Was it low water when you were there?—It was getting low water, because the lighter could not lie alongside.

Could you see either the starboard or the port side at that time?—We were lying the starboard side.

Did you see her starboard side?—Yes; the lighter was lying the starboard side.

Could you see whether much of the sheathing was gone?—I was not looking after that; I was looking after the cargo.

You did not take any notice of that?—No.

Have you had any dealings with Thomas Foster?—Plenty of times.

Did you sell him any rope about the beginning of September last year?—Tons and tons of rope and canvas I have sold him, or people that have been with me.

Where have you generally got that from?—Out of homeward-bound ships; and we have bought

bought and given provisions for old stuff that is no good.

What do you generally get for hempen rope a cwt.?—Eight to 9 *s.*

And for Manilla, 5 *s.* or 6 *s.*?—I never sold him any Manilla that I know of.

Have you ever had any new rope given you in exchange for provisions?—No.

Never of any kind?—Never.

You are in the habit of going a good deal among the ships in the Downs?—Yes.

Have you ever been asked by any of the captains of the vessels for ships' instruments, barometers, chronometers, or anything of that sort?—No, not to my recollection. I have been asked for lamps and such things as them for them, charts, and books, and compasses, and all such things as that.

Have you ever taken compasses off to sell to them?—No, not to sell.

Not unless they were ordered?—No.

You never thought that a ship might want compasses?—No.

After you came back on the Saturday did you go to the wreck again in any boat?—I do not remember.

Think for a moment?—Well, I think I was there once afterwards.

Do you remember when that was?—Yes.

What day was that; do you remember?—I think that must have been before the fifth day; the fifth day I should think that must have been.

Did you go in a boat with Richard Riley?—No.

What boat was it you went in?—It was in a boat called the "May Flower."

That is a galley punt, is she not?—Yes.

With the name of George Brown on her?—William Brown.

Where did she go to?—We went to the "North."

What happened to her?—We brought a little of the metal off her bottom, and delivered it up to Mr. Hight.

Where did you get that metal from?—Off the "North's" bottom.

She had been five or six feet in the sand?—But there were a couple of sheets above, a couple of sheets and a half.

Captain *Hunter.*] At dead low-water?—Yes.

Was that off the bottom, or off the rudder?—We got some off the rudder; a little bit.

When did you get that?—I cannot say the day.

Was it after you had been out in the "Little Wanderer"?—Yes; this was from the top part of the ship.

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You got it up a-top?—Yes, some parts that had been left on the rail.

You said the bottom just now?—We all call it the ship's bottom.

But you do not call the rail the bottom?—Off the ship's side; we always say the bottom of a ship, what is under water.

The *Inspector.*] Did the "Little Wanderer" bring anything back to Deal?—She brought a couple of guns ashore.

Where did she get those from?—From the "North"; and they were delivered up to Mr. Hight.

Either your memory is very incorrect, or Mr. Hight's entries are most extraordinarily wrong?—They are lying in his ground now.

He has got the carronade sentered to the "May Flower"?—The "May Flower" and the "Little Wanderer" were out; there were eight people concerned in those two boats.

Those two boats were taking the same party?—Yes, they were belonging to the same owner.

Captain *Hunter.*] They were working together?—Yes.

The *Inspector.*] The "May Flower" for the sheathing, and the "Wanderer" for the carronades?—Yes.

The "Wanderer" is returned as belonging to John Berry; was he on board?—He was not there.

Do you know who took the carronades up to Mr. Hight?—I cannot say who took them up there.

Do you know who took the sheathing up?—I know the man's name.

George Buttress?—Yes.

You got a good bit of sheathing?—Not a good bit; there were three men there of the coast guard who saw it.

Captain *Hunter.*] We want to know how much was on her; it was three or four days afterwards?—It was the second or third day.

The metal sheathing was brought back the day after you were out in the lifeboat?—I cannot say as to that.

You are quite sure you were not there the second day?—I cannot remember whether it was the second day or the third day.

Do you know whether there was much copper on the rail?—There was a small bit; it was the middle part of the rail.

The part where he takes in the cargo?—Just in the gangway.

JOHN FILES, sworn; Examined by the *Inspector.*

Do you live at Deal?—Yes; South end.

Are you part owner of any boats in Deal?—The "Renown."

The sole owner of her?—No.

Did you go out in the "Renown" on the day the "North" was wrecked?—Yes.

How many had you in the crew?—I think there were seven of us.

What time did you leave the beach?—About 10.30. I should think it was something about that time.

What time did you get down to the "North"?—We launched the boat off; and then we had to lie off for a small boat for 20 minutes or half an hour.

J. Files.

You did not start till about 11?—About that.

How long did it take you to run down to the "North"?—An hour or an hour and a half; we got there about 12 to half-past.

Did you go aboard immediately?—I cannot say immediately.

How long was it?—Twenty minutes or so.

Was the sea running pretty high?—Yes.

Did you go on board yourself?—Not the first.

Your lugger laid off?—Yes.

How far off; about a third of a mile off, or something like that?—About near upon as far as the lighthouse.

Which side of the vessel were you, the starboard or port?—The port side.

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About 20 minutes after you came there you sent your boat to the vessel?—Yes.

Do you remember who was in the boat?—Goymer, I think, was there.

What was his Christian name?—I do not know; in such a time as that anybody goes that does not belong to the boat.

Captain *Hunter.*] You pick up anybody?—Yes, anybody for the job; some have gone in the lifeboat, and some go with us; at any other time we have a boat's crew of our own.

Do you remember anybody else who went off in the punt with them?—I do not know who it was went off in the punt; there were the parties who went in the punt.

But who went in the punt?—To the vessel?

Yes?—One man, named Goymer; and the other, named Kircaldy; Richard Kircaldy, or Charles Kircaldy.

Did you see the punt with those two men go to the ship?—Three were in it, as I say; but positively to swear three were there I cannot, it is so long ago.

Did either of them go on board?—Yes.

Do you know who went on board?—Goymer.

How long did the punt stay near the "North"?—Half an hour; more than that.

And then came back to the boat?—Yes.

Did they bring anything when they came back to the boat?—Yes, they brought a medicine chest.

And what else?—Two or three old bits of rope.

Anything else the first time?—There might be a little bag of books, and one thing and another that was there.

Think one moment; are you quite sure it was the first day you went to the wreck?—That was the first day.

The punt put off to the vessel again, did she not?—Yes.

And did you go in her then?—Yes.

And did you go on board?—Yes.

Where did you go when you went on board?—I went forward.

Did you go into the forecastle?—No, I went on the top of the forecastle.

You did not happen to go inside?—No, there was too much water when I was on deck.

Did you go into any of the cabins?—No; I might have been on the top of the poop afterwards.

Could you see down inside the cabins then?—No; the poop is seven feet rise, and I should say the forecastle was about the same; it might not be quite as much by half a foot, I could not judge of that.

You did not go into the sail cabin, or any of the cabins, to see what was there?—No.

Did you see whether there were people in the rigging cutting the sails off the yards?—Yes, I was there myself.

Did you cut off the mainsail?—No.

Did you help to cut it?—No.

How did you get the mainsail?—I had a foresail.

You are quite sure it was a foresail?—Yes; the foresail was taken down, and the mainsheet was hauled aft, the same as when the ship went ashore. I cut a foresail down. You understand, when I was up on the foreyard I cut the foresail, and the mast being there, and the sea running, the vessel rolled so much, I cut the starboard earrings of the sail, and cut away the lashings; the ship rolled so much I was afraid to go out to operate, so I came down. I took my knife and cut it right down the centre, and took one half in the boat, and left the other half remaining there hanging on the side, and that half was at the cathead when it was all down and the sheet was half lowered. I cut the strop of the block on purpose to get the other half.

Did you yourself cut down any of the running rigging?—I did not see any of the running rigging.

There was none to cut?—No.

It had all been cut?—There was none when I was there; I only picked up a few pieces.

Did you put the pieces of the foresail in the punt?—Yes.

And took it back to the lugger?—Yes.

Had you not got before that, or after that, the mainsail?—No.

And a spare main top-gallant sail?—I cannot say what sail it was; it was the same kind; I would not be positive what it was.

When did you get that?—I was not there to get that; some of the other boat's crews got that.

What was the name of the other boat?—It was the same boat, but one of the same boat's crew.

They must have got that out of the sail cabin?—(Captain *Hunter.*) They got it from aloft.

Was it unbent from the yards?—Yes.

The *Inspector.*] The mainsail?—I had nothing to do with that.

I mean it came back in your boat?—I do not know what they did; you mean the mizen top.

I only know what is written here?—I do not know about that; there might have been a piece of mainsail, but I do not think there was; there might be for what I know; there were two or three pieces of canvas which I brought in the lugger.

Captain *Hunter.*] There is an old mainsail?—It is a main topsail.

The *Inspector.*] Where did you get that from?—I took it off the poop. There were other parties that got the sail down from aloft.

Do you mean some of your own crew?—Other parties; and there was no water, so that the small boat was too small, and they could not carry it; they were afraid to put it in the boat because there was so much surf, and as my punt was larger I took and placed it in the small boat, and took it to the lugger.

Did you take it at the same time as you took the other?—No, bless your soul, no; we had a hard job to carry that, and ran the risk of our lives to take that.

How many trips did you make in the punt that day from the lugger to the vessel?—I think there were three.

Captain *Hunter.*] What did you take the third time?—Little bits of old rope, I think it was.

Did you make a load of it?—No, there was nothing to get; there were lots of wire rope, but you could not take that.

Were all the sails gone?—Yes; the mizen top-gallant sail was blowing away, and there was what was on the mainmast that was blown away, and nobody could get on that, because all the shrouds of the rigging were gone.

The *Inspector.*] Did you not get some handcuffs?—There were five or six pair of handcuffs; I do not know when they got them.

One of the crew got them?—Yes.

And

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And there was some metal sheathing?—That was the next day; the halyards I suppose they picked off the deck; it is like everything else, if you see anything you take it into the boat.

How long did you stay on the vessel the next day?—A couple of hours I should say.

Did you come back to Deal?—We tried to get back, but there was not much wind; we did not get back till seven in the evening.

You could not get to the beach?—No, we were obliged to lie off.

How far did you lie off?—A middling piece outside the pier.

And did your small boat come ashore?—Yes, and landed the mizen topsails and half the foresail.

You laid off all night?—Yes, till five the next morning.

And then went to the ship again?—Yes, and took a good many hours to go there, because it was a calm.

And was the only thing you got there some copper sheathing?—Yes, three quarters of a cwt. of the copper sheathing.

Was there a hat-box?—That was brought the first day.

That was not brought back till the second day?—No.

Captain *Hunter.*] Did you strip that sheathing off yourself?—Yes.

The *Inspector.*] Where from?—Off the bottom.

How high up?—I should say what you could get at was about 2½ sheets from the water's edge.

Can you tell how much had been stripped off before you got the chance of stripping any?—There had been some stripped; but there could not be a great deal, because the water would not allow it.

Was that the starboard side or the port?—The starboard side.

Mr. *Cumberland.*] What time was it you were getting the copper?—Close on to low water.

And you say there were only 2½ sheets out of water?—That was all.

That is, not four feet?—Yes.

How do you account for all the rest; this was a 1,200-ton ship; it was low water, and she was 22 feet deep in the hold; how do you account for it?—You go out to the Goodwin Sand, and it is like quicksilver; and that ship at the first tide was sewed about eight feet, that was eight feet under water, that was eight feet of copper under water; and then she had all the next tide to sew again.

The *Inspector.*] She would not sew as much the second tide as she would the first?—No.

Captain *Hunter.*] You do not use the word "sewed" right?—She would be sinking in the sand the first tide; if she sank into the sand an inch, she sank eight feet.

Mr. *Cumberland.*] And how was the second tide?—I could not positively say; I did not take notice, to tell you how much copper there was out of the water.

The *Inspector.*] Do you say none of the sheathing had been taken off before you got there?—Some had been taken off.

Had there not been a row of sheathing taken off?—No, it was as regular as this piece on the table, because you could see the marks of the holes from the nails.

And you are quite certain a regular row of sheathing had not been taken off her?—Yes.

Mr. *Cumberland.*] What time was that?—The water flowed close upon two o'clock, and it must have been eight o'clock.

Eight, the morning of Friday?—Yes.

And you say that about that time there were only two sheets?—Two sheets and a half or two sheets. I did not take particular notice.

Captain *Hunter.*] Were there many working at the copper when you were there?—There were many boats.

The *Inspector.*] There was no harm in working at it?—They were saving what they could; one got a little piece, and another got a little piece.

Had you one of these instruments?—I had a piece of a crowbar.

Captain *Hunter.*] Did they manage to get it pretty well off, with the water round?—In working in the water for it, sometimes we might drop it in; it is not the same thing standing in a boat as working on a stage, because if you are in the boat, and you use the sledge, and the boat slews off, you have to take care of yourself.

The *Inspector.*] Were any of the people slung by ropes?—No, not on the starboard side; there were enough boats alongside, galley punts, and some boats.

Captain *Hunter.*] Were they pretty well all round her?—Yes.

The *Inspector.*] What time did you get back to Deal?—About 12.

And what time was the "Renown" beached and hove up?—I cannot say what time it was.

You say the books you brought into the "Renown" were in a bag?—They picked a few up distributed about, and then placed them in a bag.

Did you get into the caboose?—Yes.

Was the bag put into the caboose?—Yes.

Do you know whether that bag was ever opened from the time it was put in until it got ashore?—It was never opened until such time as it got to Mr. Hight's.

Are you quite certain of that?—I am almost certain.

The books were not lying about on the floor of the caboose?—All the coast guard went in there, and what they found I cannot say; there were five coast guard in the lugger at that time.

Mr. *Edwards.*] They might have turned it out?—Yes; when the coast-guard man goes in, even with our clothes-bag, he takes everything out of the bag, and when they were brought to the boat they were in the bag.

The *Inspector.*] One of the coast-guard men said the books were tied in a bag, and the other said they were loose on the floor; I want you to tell me whether you knew they had been taken out of the bag before they came in?—They were put in the bag to take to Mr. Hight's, in an old gunny bag, which belonged to the lugger.

Were they loose in the caboose before they were put in the bag?—Yes, and then taken down to Mr. Hight's.

Do you know what sort of books they were? No, I did not look at them.

Mr. *Cumberland.*] How long were you on the ship on the Thursday, the day she was wrecked?—Two hours; close upon it.

And what were you doing all that time?—Cutting the foresail, and getting that down.

Did you see what the other people were doing?—They were trying to get what they could, what was there.

J. Files.
23 May 1867.

Did you see any of the doors of the cabins broken?—I could not answer for only what I saw; there was so much, that they could not take that sail in their boat, and I took it and brought it ashore.

The *Inspector.*] Did you go off again to the wreck after that?—Yes.

What day was that?—I could not say what day it was; I went out in a boat called the "Sappho."

Was that a boat that brought some rope?—No, that boat brought some chain; 30 fathoms of ship's chain. I could not say what day it was.

Which "Sappho" is it?—The "Sappho" belonging to South-end, by the side of Mr. Knott's.

That is your own boat?—Yes.

And she brought back some chain?—Thirty fathoms; we put 45 fathoms of chain in her.

Where did you get that chain?—From the bow part; forward, just opposite the top-gallant sail.

Do you know what man took that up to the receiver of wrecks?—When we bring chain in that way, if the preventive men come before we have it on shore, we throw it overboard. It is a very large chain; we could not put the boat ashore with it, because there was 3½ tons of it. This "Sappho" is a bran-new boat; we very near lost her; we put 45 fathoms, and we thought we should have lost her; we were calling out to parties to come and assist us, and they would not; so we let 15 fathoms run overboard, and we brought 30 fathoms ashore, and landed it at South-end, and it was taken to Mr. Hight's.

Was George Trott in the boat with you?—Yes, he was.

Do you know what became of the other 15 fathoms?—No; we left 15 fathoms on the sand.

Do you know whether that was taken out?—That is there now.

You left that where the ship was?—Yes; as soon as we got under the lee of the ship, there was so much surf. That would be five tons for a galley punt; you know they are small boats; we wanted to be a little greedy, and we put five tons. If it was fine weather we could have brought it in.

Was that the only time you went there?—That was the only time.

Did you go off again, so as to see whether she had sunk under the sand, later?—Yes, bless your soul, she was stern up, like that, and her bow down here (*describing*).

Was that the Saturday?—Yes, I think it was Saturday; a day or two afterwards.

Was that the day you got the chain?—That was the day I got the chain; they would not let us get the cargo, so we thought we would bring something else; they would not allow us to bring the cargo to Deal.

They said they would have it taken to Dover?—Yes; and I will ask any reasonable man how our boats could get to Dover on a flood tide. They would not allow it to be brought ashore at Deal, or there might have been hundreds of tons brought to Deal; they would only allow it to be put in these lighters.

Captain *Hunter.*] Did you offer your services?—Yes, to Captain Russell; everybody that was on the vessel offered to land that cargo at Deal.

We have had a sneer at the rice; it was said it was not worth saving?—Captain Russell would not allow that cargo to be brought ashore at Deal; we tried to force it into the boats, and they would not allow us; we were anxious to save the cargo, and Captain Russell would not allow us to bring it to shore; we had a good many words about it, because he would not allow us to save the cargo. With every ship that has been ashore there, we have always saved the cargo, and given it to the receiver of wrecks.

Did you speak to Captain Russell?—Yes, 20 times.

Did you threaten to pitch Captain Russell overboard?—No.

Can you tell at all when you lost sight of her?—She is there now.

Can you see her at low water?—Yes, you can can see her now, part of her.

What part of her?—There is all her anchors and the ironmast in her; there are two iron masts and the wire rigging.

And that is in sight still?—Yes, with the yards and topmast there; nobody ever took them.

The *Inspector.*] Is it not worth bringing ashore?—No; the question is whether we had enough strength to bring it ashore; with what we had, the thing was impossible; one of our luggers cannot bring one of those great weights ashore.

Captain *Hunter.*] If it is in sight it can be saved?—No; not the mast.

The *Inspector.*] What is in sight of the vessel itself?—There is part.

What part of the vessel?—Some of the stern frame, something of that sort, some of the timbers are sticking up.

CHARLES PEARSON, sworn; Examined by the *Inspector.*

C. Pearson.

ARE you the nephew of George Pearson?—Yes.

And a son of Samuel?—A son of Henry.

Were you on board the "Cosmopolite," the day of the wreck?—No.

That is a mistake?—Yes.

Did you take up from the "Cosmoplite," to the receiver of wreck, any sails?—No.

Do you know who did?—No.

Did you go out to the wreck at all yourself?—Yes.

What boat did you go out in?—My own boat.

What is your own boat?—The "Wild Girl."

Are you the owner of her?—Yes.

She is a galley-punt?—Yes; a large punt.

What day did you go out?—I was out the 29th August. I went out in the evening, and was out till three the following morning.

Were you cruising about?—Yes.

And did you see the ship wrecked?—No; I saw a ship, and looked at my watch; it was about half-past one in the morning.

You saw her strike?—No; I cannot say that.

You saw her in a very awkward position?—I saw a ship.

What did you do then?—I saw a ship; she was under three topsails and a foresail, and we thought there might be a chance if we could see anything coming on the sand. I took a glass and looked at my watch, it was 20 minutes past one. I then started a sheet to run to the ship, and when we got to the ship she ran out; she

ran

ran to sea from the light; she came round the light astern; we were in a small boat on the flood tide, and the wind was west; the ship went so far to sea she altered her course then. We did not know what ship it was, no further than what we judged. It might be a quarter to two, or half-past one, and then we proceeded up to the South Foreland again.

Did you lose sight of the ship again?—Yes, we lost sight of the ship then.

When did you see her again?—We saw her again at daylight.

And she was aground?—We saw the ship then when she was aground; then we were coming up home; then we had been off all night tired, and we came home.

Did you go out again to her?—We went out the next morning.

What time did you go the next morning?—I was out the next morning; it might be probably about half-past three.

What time did you get down to her?—It might be an hour after daylight.

About six?—It might be about six.

Were you the only boat down there?—There were six or seven besides us.

Did you get on board?—No; the first man I spoke to was on behalf of the insurers, the underwriters.

Captain Russell?—I do not know who it was. I only spoke to that gentleman; he said, "If you like to get cargo, you shall have a third of the value."

Where did you speak to him?—I spoke to him after he shoved off from the steamboat.

He could not be there the time you speak of?—It was later in the day, but it was the same day.

Did you go on board early in the morning?—We did not go on board till about seven.

How many people were on board when you got on board on the Friday?—There were a good many people on board.

Captain *Hunter.*] Fifty?—No; not so many as 50; there might be 30.

The *Inspector.*] How long did you stay on board yourself?—It might be 20 minutes.

What did you do when on board; did you try to get any of the sails off?—I could not see anything to get, only two or three pieces of Manilla rope.

At seven in the morning?—Yes, and we went to the southward after that. *C. Pearson.* 23 May 1867.

Captain *Hunter.*] You did not try the copper? I did not see any to get; what was to be got was got then; what there was to get.

The *Inspector.*] You are sure it was Friday morning or Saturday?—I know it was the day after the ship got ashore.

Then you went to the southward, and did not go back to the ship again?——

Captain *Hunter.*] She was under three topsails and a foresail?—Yes.

And a foretopmast staysail?—Yes; and she might have had a jib; I could see with the glass. We got near the ship, it might be the length of the harbour; we had a branch pilot, and he said there might be a chance of her; we went off at 11 that night.

The *Inspector.*] Did you hail her?—No, we were running, and we saw the ship; and if it had not been for the man being aboard we should have got to the ship before she bore up, but we kept the sheet in, and he said, "It is certain she is coming inside." I do not know whether it is the same ship or not.

What day did you come back in the "Wild Girl"?—She came back on the 30th.

After you had been out there the day of the wreck, and gone to the southward?—On the following Saturday.

You say she appeared to be a ship going outside the Goodwin?—She was the southward of the light ship.

At first?—Yes.

And when she bore away you fancied she was going outside?—Yes, being a flood-tide, and the ship being before the wind, we could not go after it; we were looking after her having a pilot for the Downs, and in another 10 minutes we should have been within hail of the ship.

And might have saved her in all probability?—Yes, whatever ship it might have been we should have saved her.

In all probability it was the same ship?—What was ashore?

Was it a large ship?—It was a large ship; she had three topsails, and a foresail. I could see it as plain as you could with a pair of opera-glasses that belong to me.

HENRY EAST, sworn; Examined by the *Inspector.*

You are an Innkeeper at Sandwich?—Yes. *H. East.*

Do you know Thomas Foster, of Deal?—Yes.

Have you had dealings with him, from time to time?—Twice.

Did you go to his place, on 16th August last, to get some rope?—Yes.

Was he at home?—No.

Did you see Mrs. Foster?—Yes.

Did you ask her for some rope?—I asked her for Mr. Foster.

What did she say?—He was down at the store.

Did you go down to the store?—Yes.

Did you see Foster at the store?—I saw a man there who they told me was Foster.

Did you since know it was Foster you saw?—Yes, since then I have known it; that was the first time of my knowing him, the 16th August.

Do you know which store it was you went to; do you know the north end of Deal?—Yes; I went to the store next to the "Forester" public-house.

Did you ask Mr. Foster for some rope?—I asked him if he had got any.

What did he say?—He said he had.

Did he show you any?—Yes.

Where did he show it you; in that store?—Yes.

What quantity did he show you?—About three hundred weight.

What sort of rope was it?—Old standing rigging.

And running rigging?—No; I did not ask for that.

What did you want it for?—For tyers for farmers.

What do they use them for in this country?—For binding barley and binding beans.

What did you buy of him?—A few pounds more than three hundred weight.

H. East.

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Did you take all he had got?—I did not see any more I wanted, not of my size.

Did you see any other rope of any sort?—Yes; there was a lot of old stuff.

Was it smaller than you wanted?—Yes.

Can you say what quantity was left behind?—No; the store was principally fish.

Did you go there again the 30th?—Yes.

Did you see Foster or Mrs. Foster?—I saw Foster.

Did you see Mrs. Foster too?—I do not think I saw her the 30th.

Did you see Foster at his store?—No.

Where did you see him?—I fell in with him in the street.

And did you ask him for some more rope?—Yes.

What did he say then?—He had no more of his own.

Did he tell you where you could get some?—Yes, he went with me.

To Riley's?—I think it was Mackey's. I am not acquainted with the place; he went and got a key and went down to the store with me in Lower-street.

And did you go into the store?—Yes.

What quantity of rope was there there?—There might be two or three tons.

What sort?—All this old stuff.

Just what you wanted?—Yes.

Did you see any small stuff?—No, it was all done up in coils.

Was it new rope?—No; old rope all done up in coils of a cwt. and a cwt. and a-half.

What size rope do you require for your purposes?—The larger it is the better; five or six inches.

Would you buy four and a-half inches?—No, it would not be worth buying.

Five and a-quarter would be, I suppose?—That would be very small. It is not worth the labour; what with the inside and the outside, there are very few yarns come out fit for use.

Captain *Hunter.*] You want the centre yarns?—The larger the rope is, the more inside the yarn is.

The *Inspector.*] If you could have got any hawsers, you would have been glad?—I wanted 3 cwt., and I went for that purpose. I wanted just 3 cwt.

And you got it from Mackey but not from Foster?—Foster served me; not from Mackey. I borrowed an old truck, and I took it from the store to the station.

Did you go to Foster's store?—No; he said he had not any.

He said he had smaller?—Yes, it was just in the harvest time, and it was for one of my customers.

Were you not examined at Deal?—Yes.

Did you not say you saw a lady on the 30th?—I will not be certain. I might have seen Mrs. Foster on the 30th. I do not know that I did. I might say so. I will not be certain if I did say so.

Mr. *Fox.*] Did Foster on the 30th say anything to you about the vessel being ashore?—Yes.

What did he say?—He said there was a large vessel ashore.

He said he had not the description of rope you wanted, but there was a big ship ashore?—Yes.

Mr. *Edwards.*] Was that the answer he made to your question?—No; walking on the beach he said, "There is a large ship sunk, and there is a steamer alongside of her."

JOHN ASHINGTON, re-called; Examined by the *Inspector.*

J. Ashington.

DID you go over to Canterbury or Wingham as a witness for Foster?—I went to Wingham.

What were you to go over to say?—I said nothing.

But what were you to go over to Wingham to say. What was the use of your going to Wingham as a witness for Foster?—Because I saw the gentleman who said Foster had been buying some rope, and he thought I sold it him.

Who was the gentleman who thought that, Captain Simpson or Mr. Brett?—I do not know which it was.

Had you sold any rope to Foster about that time?—No; not about that time, I had not.

About the time of the wreck of the "North"?—No; I had before, and I have since.

How long after the wreck had you sold any to Foster?—A month or six weeks.

Was there anything particular about the rope you sold him, do you remember?—No.

Any gaskets?—No.

Are you quite sure about that?—Yes.

Mr. *Fox.*] You were to go as a witness for Foster?—Yes.

The *Inspector.*] Did you have a summons to go?—No.

Did not Ralph bring you a piece of paper and ask you to go to Wingham?—That I do not know, whether I had a summons or a *subpœna* as you call it.

Do you not?—I do not think I had.

Who was at Foster's lawyer at Wingham?—I do not know.

Was it not Mr. Minter, of Folkestone?—I do not know one from the other.

Did you go to any lawyer before you went to Wingham, to give an account of what you were going to say?—No; and nobody ever came to me to ask.

Mr. *Fox.*] Did you go to Dover?—I went to Riley's.

The *Inspector.*] Did you see any of the rope you sold Foster?—Yes, plenty.

Did you see a good deal you had not sold him?—I could not have sold him what other people sold.

Did you see, besides what you had sold him, a good deal?—Yes.

Were any pieces of rope pointed out to you as being sworn to by the mate of the "North"?—Not that I remember.

Who went with you?—Five or six of us went.

Any lawyer with you?—No, I think not.

Mr. *Fox.*] Was not Mr. Minter's clerk with you?—I do not know.

Who went with you?—George Buttress and John Files.

The man who was here just now?—Yes.

And who else?—And Foster; there were seven or eight of us altogether.

Did they not show you the rope that had been spoken to by the mate of the "North"?—No.

You

You did not look at that?—No.

Who showed you the rope; do you know Mr. Gould?—No, I do not know one man from the other.

Mr. *Fox.*] Which mill did you go to, the mill at Crabble or the mill at River?—They called it River.

Was it the first mill?—That I cannot say.

The *Inspector.*] Can you tell whether it was the mill on your left hand or on your right?—As we went up it was on our right.

You were not asked any questions at Wingham?—No.

And you were not called?—No.

Mr. *Cumberland.*] Did you get paid anything for going there?—No.

Nothing at all?—I have not been paid anything yet.

The *Inspector.*] Have you been promised anything?—No, I have not been promised anything.

Do you expect to get anything?—That lies at their option.

Do you generally go as a witness for people without being paid for it?—I have not been before. I cannot say what I went for; I went, I think, to see the rope I sold to Foster, which the mate of the "North" swore came out of the "North."

Mr. *Cumberland.*] I asked you whether you were shown any of the rope that the mate said belonged to the "North," and you said, "No"?—They were all pulling it out together; there were half-a-dozen pulling it out from the lump.

Some the mate had sworn to, and some the mate had not sworn to; did they show you what the mate had sworn to?—Yes, they showed me a bundle there altogether, of pieces of each.

The *Inspector.*] I understand when they showed you this rope at River or Crabble, you recognised a good deal of it as rope you had sold to Foster?—Yes.

How did you recognise it?—Because I knew the rope I sold him did not belong to a ship, because it is capstan.

Was it because it was capstan and because that did not belong to a ship, that you knew it, or was there any particular mark about it?—I cannot say whether there was any particular mark about it, but it is rope that is never used on board a ship.

When did you go to sea yourself?—When I was eight years old.

What vessel were you in?—I never went with any vessel; no further than a boat that used to use this sort of rope.

Is it the size of the rope that makes the difference?—I cannot say about the size, because the ropes are worn out with going round the capstan.

Is it the size of the rope that makes the difference in what you say, whether it is used in ships or in a boat?—I cannot say whether it is the size.

Is it the sort of rope?—It may be the same hemp it is made with.

Is the capstan rope tarred?—Yes.

Is capstan rope ever Manilla rope?—No, I never saw any.

How much rope did you see was rope that you had sold Foster at Crabble?—There was a good lot. I cannot say how much.

Seven or eight cwt.?—A few cwt.

Where did you get it from?—We bought it out of ships.

Give me the name of any single ship that you bought an atom of rope from?—I do not know the ship's name; of course, it is a long time ago.

It was not a long time ago when you went to Crabble, to the Crabble rope store, to see that rope?—I say I sold him a good lot of rope and canvas from ships.

You say you saw a lot of rope at Crabble that you sold Foster; where did you get it?—We bought it out of ships.

What ships?—I cannot answer the ships' names.

How much rope did you get out of any ship at that time?—I have got as much as 9 or 10 cwt.

Out of what ship at that time did you get 10 cwt. of rope?—I cannot say at present. I never took any notice of the ships there.

Is the rope that is sold out of ships generally cut up or not?—It is old pieces of rope.

Is it cut up, or in long lengths which are worn in places?—Sometimes.

Was there a single ton of that rope at Crabble which was in long lengths and worn?—I did not take notice of that, because when I was there they were hauling over the rope.

You swear there was a large quantity of rope there that you sold to Foster?—Yes.

There was a large quantity of rope in the store that you sold to Foster?—Yes.

Where did you get it?—From ships for provisions.

From how many ships did you get it?—Several ships.

At what time did you get it?—I cannot say the day; we exchanged it for potatoes.

In what month?—I cannot say what month it was in, but I have sold him a good lot.

When did you sell it to him; did you sell him one atom of rope in the month of September last?—I do not know whether it was September or any other month.

Did you sell him one atom of rope in the month of September last?—That I cannot say.

When was the last time before September that you sold him any rope?—I cannot say I have sold him rope. I say I have canvas.

You told me you were taken to Crabble for the purpose of seeing rope that you had sold to Foster. You came here to tell me on your solemn oath that there was rope at Crabble which Baird, the mate, swore to, and which you say you sold Foster; where did you get that rope?—I tell you out of homeward-bound ships when they came up short of provisions.

I know the custom; from what ships and when did you get that?—I do not know the month or the week.

Nor the ships?—No; but I know I got it from ships and sold it to Foster; and almost every man along the beach has sold it to Foster.

And sold it from the "North" too?—I never did, because I never got any; that is the fact.

It is one of those facts you cannot substantiate, and which I do not believe?—I never got any rope from the "North."

SIMON PRITCHARD, sworn; Examined by the *Inspector*.

S. Pritchard.

23 May 1867.

Do you live at Deal?—Yes; South-end.

Are you part owner of the "Lord Clarence Paget"—Yes.

Who are her other owners?—James Bailey, Edmund Randall, James Bushell, and Mr. Redmund, at the "Rose and Crown."

Who is Randall?—A boatman. The boat belongs to us in parts.

Have you each a part?—Mr. Redmund holds two shares.

Your stage is near the centre coast-guard station?—Next to the customs.

It is the northernmost stage of the South-end station, is it not?—Yes.

What boats are hauled up next to you?—The "Tartar."

Is there not a galley punt hauled up there now?—No, not that stage; the next stage.

What do you call a stage?—What we haul the boat on.

The stage where the "Lord Clarence Paget" is hauled up, there is an open space, with houses on each side?—Yes; a chemist's shop and a poulterer's shop. It is called a stage.

Is there not a galley punt hauled up alongside you?—No, there is nothing, only us two that pay the rent: that is, the "Tartar" and us.

There was a galley punt hauled up?—Not on that stage; there is no room.

In that space between the two houses are there any other boats hauled up, except the "Tartar" and "Lord Clarence Paget"?—Only the "Lord Clarence Paget" and the "Tartar."

Are there any galley punts hauled up there at all?—No, there is not room.

When the "Tartar" is out, might a galley punt be hauled up?—No; she might by chance when the "Lord Paget" is off; sometimes a ship's boat is hauled up there.

Are boats hauled up there occasionally?—No.

Have you ever seen a boat hauled up?—When other boats have been away the custom house boat has been hauled up, and ships' boats are hauled up, but not when the two boats are there.

When we were there, there were the "Lord Clarence Paget" and a galley punt there?—There is a galley punt, the "Martha Town," hauls up about 12 feet farther on.

Do you mean a different place altogether, separated by two houses?—Yes, separated by the poulterer's and the chemist's; the "Martha Town" heaves up there.

Do I understand that the whole space between the two houses is a stage belonging to the "Lord Clarence Paget" and the "Tartar"?—Yes.

And no other boat has a right to come there?—Yes.

And if those two boats are in, there is no room for any other?—There is not room; not two feet space.

When either of those boats are out, is any other boat hauled up?—I have never known any other boat hauled up there.

It could not have been there if the two boats were there?—No; there is not a foot to spare.

On the 30th August were both those boats there; do you remember when the "North" was wrecked?—Yes.

Were both the "Tartar" and the "Lord Clarence Paget" on that stage on that day?—Yes.

Did either of them go off that day?—The "Lord Clarence Paget" went off.

What time did she go off?—Between 10 and 11.

In the morning?—In the morning, when there was water.

What crew had you got?—Eight besides myself.

Did you start as soon as you got down, or had you to wait?—We waited for water; there is not so much water there as any part of the town.

You got afloat, and as soon as you got afloat did you go towards the "North"?—We went toward the ship.

How long did you take getting down there?—An hour; from three quarters of an hour to an hour.

Then you were down there about 12 o'clock?—About 12 o'clock.

Having got there, did you lay off or go on board?—I brought the boat up close to the ship, and used the lead; I brought the boat up close on the port side of the ship.

There was plenty of water to enable you to go round?—Yes; I put the lead over and we had two fathoms.

How near were you to the ship?—I left the lugger and went in the small boat to the ship.

How far was the lugger from the ship?—As far as from here to that boat's bow.

About 100 yards?—Less than 100 yards.

You sent the punt?—I went myself.

Who went with you?—It consisted of the boat's crew.

Have you a regular boat's crew?—No.

Anybody that happens to be on the beach?—On such particular occasions as that we have no boat's crew.

You got on board the vessel about half-past 12?—About that; I could not say to the time; I had no watch to look at.

Did you yourself go aboard?—I went on board in the small boat myself.

Did you get on board from the port side?—I got on board from the port side.

What was her list then, much or little?—About two feet list to the port side.

How long were you aboard?—I was aboard two hours, I suppose, from the first to the last; I went from the ship to the boat and back again.

You took two trips, did you?—I took two trips myself.

The first trip what did you take back?—The first trip that they made from the ship to the boat was with an old cable.

Where did you find that?—Down in the hold, underneath the cabin table; in the lower hold, on the top of the rice.

Aft?—Under the cabin table in the poop.

Captain *Hunter*.] You do not mean coiled under the table?—No; there is a trap hatch.

It was the deck on which the table stood?—Yes.

The *Inspector*.] Was that all you took at first?—It was a heavy thing.

Then you came back again?—Yes.

Did you go with the punt to the vessel and come back yourself?—Yes.

When you got on the vessel at first were there many people on board of her?—Several.

Did you know any of them?—I knew them all from

from my own part of the town, and Walmer Roads.

Were there a good many from Deal and Walmer Roads?—Several.

What were they doing?—The same as I was.

What were you doing?—Looking to see what I could save.

How did you try to save it?—The first thing when I got there I took this ship's hawser.

Did you go down into the hold at first?—I went down on the ship's poop at first.

Then did you go down into the cabin?—Yes.

Did you go into the main cabin?—I went into the poop.

There are a good many compartments in the poop; did you go into the saloon?—What is called the main cabin; I went down where the table is.

Did you look into any of the cabins on either side?—I looked.

Did you see anything in any of the cabins off the main cabin?—I saw a lot of chests with lids off and things knocking about; plates and dishes in the berths.

Did you take any of the chests?—No.

Or the plates and dishes?—No, they were not worth the trouble to move.

Where did you see the plates and dishes?—In the pantry, facing the main cabin.

Do you remember whether that was the starboard or the port side?—The starboard side, close to the mast; just before the mast; I do not know whether there are two doors to it.

Did you go into the sail cabin?—I do not know where it is.

Did you go into the cabin where there were sails?—No; I was in the poop, and all over the poop, but I did not see any cabin where there were any sails.

Did you see any places where sails were kept?—No, not a great deal.

Did you see the places where any sails or canvas were kept?—No.

None at all?—No.

You are sure of that?—Quite sure.

Did you go into any of the sleeping cabins?—I went into three or four cabins.

Did you go into the first cabin, the starboard side?—Forward or aft?

Captain *Hunter.*] The fore part of the saloon?—No.

The *Inspector.*] Did you go into the second cabin, the starboard side?—No.

Did you go into any of the others, the port side?—Two.

Which two?—The two right opposite the skylight.

Did you see anything there?—I saw some feathers hanging over the side, and I looked in, and I saw two chests with the lids off.

Did you take the feathers?—No; Pearson, I think, did.

Did you happen to know what feathers they were?—No.

You left them there?—I left them there.

And you found nothing in either of these cabins that were worth being saved?—Nothing to save; what there was to be saved we picked up; a few books and a few little flannels, and tied them up in a bag and brought them ashore.

A few books?—Yes, several nautical books and novels.

Where did you get the books from?—In the berth opposite the table, on the port side.

Were there any clothes there that you saw?—There were some old clothes. *S. Pritchard.* 23 May 1867.

You did not see any new clothes?—No.

Did you go down through the hatch into the hold?—Afterwards, to get another hawser.

Was the first hawser you got up got in that way?—Yes.

You looked down and saw it?—Looked down from under the table.

And got it out, and put it into your punt, and got it back to your vessel?—Yes.

I see you brought back a spare topsail; where did you get that from?—We unbent the cross-jack and two after sails.

It was not a spare topsail; it was the cross-jack?—Yes.

Captain *Hunter.*] What was the other sail?—One is a mizen staysail, and the other is a mizen topmast staysail.

The *Inspector.*] Did you unbend them, or cut them off the yards?—Cut them adrift.

Captain *Hunter.*] The mizen staysail and mizen topmast staysail?—Yes.

The square mizen staysail?—Yes, that goes from the mizen top down to the mizen stay.

You saved that?—Yes; the boat's crew that were with me; I did not do all that myself.

The mizen staysail is set on the mizen stay?—Yes.

The cross-jack was saved, that is clear enough?—It is a mizen staysail.

There is no mizen staysail saved?—We saved all three sails; I did not do it myself; I delivered in three sails to Mr. Hight.

The *Inspector.*] Any of these sails, did you cut from the yards yourself?—No, never went aloft, not over the rail, myself; I do not trust myself as far as that. The mizen topmast staysail would be about the same shape as a flying jib would.

Do you remember what jib it was you took; was it an inner jib or a flying jib?—We never went further than before the poop; the flying jib was blowing away; it went away when the mast went, I suppose.

What sail do you say it was?—The mizen topmast staysail.

Let me have them again; a main topmast staysail?—Yes; I cannot say what Mr. Hight may have called them; I delivered them in. I did not unbend them myself, the crew did it, and we returned three sails.

Fifty-five fathoms; the 7½-inch hawser, where did you get that from?—Down in the lower hold, underneath the poop deck, in the same place where we got the great hawser first from.

Three 10-gallon oil cans?—Yes.

Where did you get them?—Aft, in the paint locker.

Was there any paint in them?—No, all empty; all cleaned, scraped, and painted for the next voyage, I suppose.

Were there any cans with paint in them at all?—No, as far as I could see when I was there.

Captain *Hunter.*] Did it seem as if that place had been ransacked before you got there?—I saw nothing except the empty paint pots, and those things.

Had it that appearance?—The doors were open.

The *Inspector.*] Two mattresses, where were they?—What they call the sofa mattress, right aft, in the after main-cabin; the round of the ship, on each side of the stern.

Now the rigging I see you brought, was that cut

S. Pritchard.
——
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cut from the running rigging?—Two pieces of the main-brace pennants.

Captain *Hunter.*] They are a stout rope?—Yes, five-inch rope.

The *Inspector.*] And sundries, wire, books, and things of that sort?—Yes.

Were there any clothes among them?—There were a few old clothes.

You had them put into a bag and brought ashore?—Yes.

Did you go into the forecastle?—No, never before the poop.

That was all you brought ashore?—Yes.

And you never went near her again?—No.

What time did you get back to Deal?—About dusk.

And laid off the pier?—Anchored the boat off, and hove the punt up on the stage, alongside the customs.

And as far as you know, the punt was there all night?—The punt was left on the stage.

How far from the pier were you?—Forty fathoms from the pier to allow the boat to swing on the tide.

And did you leave anybody on board her?—No.

And these things you gave up to the receiver of wreck?—Yes.

Did you take them up to the receiver yourself?—I went myself with them.

Can you tell us at all how many boats were off the wreck when you first came there?—It is impossible to say.

I do not want to one or two?—There were Deal, Walmer, Kingsdown, and all parts of the island came there; I did not take notice of them.

Do you mean to say you cannot say whether there were 10 boats, or 20, or 30?—I think I might say 15.

Were they luggers or galley punts?—All luggers that day when I was there.

Could you tell at all, from your knowledge of the boats of this coast, where they came from; you know the Deal boats?—Yes.

Can you tell the difference between a Deal boat and a Ramsgate boat?—Yes.

As far as you remember, were there any Ramsgate boats there?—Not as I remember.

Did you see any Broadstairs boats there?—No.

As far as you know, they were all Deal boats? Yes; I did not count them. I did not notice whether the boats landed from Broadstairs or not. I saw the boats that were there.

Mr. *Edwards.*] What became of the clothes; did you take them to the receiver?—I went to Mr. Hight with the waggon myself.

What became of them?—The chief officer of the coast guard of the station reported to the head master, and the chief officer came down to know if there were any clothes belonging to the vessel, and he came to Mr. Hight, untied the parcel, and left the others; he said, the rubbish I do not want.

Mr. *Cumberland.*] What clothes did he leave?—Some inside clothes; flannels.

Any coats?—No under-clothing; seven or eight pieces the chief officer took away, and he said, you can have the rest if you want them.

Mr. *Edwards.*] Where did you find the clothes?—In the port cabin, right opposite the cabin table; there were three or four chests with the lids knocked off.

Mr. *Cumberland.*] What time was that?—That was directly I got aboard; between 12 and one.

On the Thursday?—Yes; I could not say for half-an-hour.

Mr. *Edwards.*] You were the last boat to leave Deal?—Yes, we were the last to leave, because the water does not flow to our place, and we cannot get off so soon by half-an-hour to three quarters.

Captain *Hunter.*] How many men might there be on board when you got there?—Forty or 50 there might be.

The *Inspector.*] When you went into the cabin, could you see whether the hinges had been taken off the doors?—I did not take notice of that.

Mr. *Edwards.*] What clothes did the mate take away with him?—I could not say; there were three or four inside flannels, and one or two of those striped shirts he took away; and what he left Mr. Hight, I suppose, has now. I have not had them; there were several old pieces of clothes, rags I should call them, in a bag, and some few old books, novels, and nautical books.

Mr. *Cumberland.*] Have you heard anything of the large amount of property that is said to be missing from the "North"?—Nothing but what I have heard, that it is 3,000 *l.* that is supposed to be stolen from the ship.

Never mind what the value of it may be; but there was a great quantity of property missing? Yes, no doubt.

Have you ever heard what has become of it?—No.

Do you know of any of it being in Deal now?—No.

Or having been removed from Deal at any time since the wreck?—No.

Have you heard of any having escaped the vigilance of the coast-guardsmen?—It is impossible to do that.

That is not an answer to my question; have you ever heard of any escaping the vigilance of the coast guard?—No.

The *Inspector.*] Do you mean to say you never brought anything ashore without the coast guard finding you out?—I do not know about that.

Mr. *Edwards.*] Where did you get the bass cable you picked up on the 11th?—We went out in a small boat called the "Sappho."

The *Inspector.*] Which "Sappho"?—The "Sappho" that John Files and I am owner of. We went out the Saturday afternoon, between two and three o'clock. I think it was Saturday when we went there; we went to the ship.

Could you go to the ship then?—Yes; and we put a creep over, and creeped this old bass cable up from among the rice.

How high was she out of the water at that time?—She was under water; it was merely the shell of the vessel; the timber heads were left, and there was water for a galley-punt; she draws about two feet of water. There was water enough for us to go over and lay there, and do what we liked, and we put the creep over and got the bass cable; it was foul of the wire rigging, and we cut it in three or four places.

Was the "Leander" there that day too?—Yes.

And the "Hope"?—I cannot say; the "Leander" heaves up next to us.

Captain

Captain *Hunter.*] Was there some rice taken out then?—Yes.

Soaked in salt water?—Yes; there was one boat got some rice out that day, but we did not touch it ourselves; one boat saved some bags. This was the bare shell of the vessel.

Mr. *Cumberland.*] Do you swear that all the articles that were taken on board the "Lord Clarence Paget" from the ship "North," were delivered to the receiver of wrecks at Deal?—Yes, I swear that. *S. Pritchard.* 23 May 1867.

The *Inspector.*] Is your business connected with shipping in the Downs; do you go off and sell things to them?—No; my business is what is called a North Sea pilot, to take ships to any part of the Continent; Antwerp, Bremen, and so on.

You are not a bumboat-man?—No, I never follow that; I am a class above that.

JOHN FILES, re-called; Examined by the *Inspector.*

WERE you going over to Wingham as a witness for Foster?—Yes. *J. Files.*

Did you go to River and Crabble, or one of the stores, to look at some rope?—Yes.

Did you see any rope you had sold Foster?—No; I saw some rope there that I sold Mr. Pritchard.

This Mr. Pritchard?—His brother.

What rope was that?—Capstan rope; 4 cwt.

And that was all the rope that you saw that you recognised?—Yes, there was some I could not positively swear to, but this capstan rope I could swear to. It weighed 6 cwt. when it was new, and of course in the wear, or something of that kind; it is very different rope from any other, it has a long splice in it, and a tail in it. I do not believe there is any other rope so particular as that; but there is plenty of rope that anybody if they like can see; there are fishing ropes, and this capstan rope I can swear to. That is the reason I went down, because it is Foster's rope, and I had taken the trouble to go down there, and go over to that place, because I had a feeling for my own brother.

Is he your own brother?—No, but we are all brothers there; we have got a bad name, but let us hope it will be mended.

THOMAS RICHARD O'BREE, sworn; Examined by the *Inspector*

ARE you a Deal boatman?—Sometimes. *T. R. O'Bree.*

What are you generally?—All sorts; sometimes a pilot.

And sometimes a bumboat-man?—Sometimes.

Oftener a bumboat-man than a pilot?—No, more times a pilot. I come in this harbour in a gale of wind sometimes.

What is the distinction of a pilot; can any man become a pilot if he pleases?—No.

Have you to pass an examination?—Not exactly pass an examination, but have some authority to take charge of a ship in a gale of wind.

Have you any license as a pilot?—No, as a branch pilot.

Have you any license?—I have some at home.

Captain *Hunter.*] What have you in writing?—Some certificates to show.

The *Inspector.*] You are not a licensed pilot?—No.

Do you belong to north end or south end?—North end.

Are you the owner, or part owner, of any boats in Deal?—I am part owner of the "Princess Alexandra" for one.

Any others?—Several others.

What others?—The "Stork."

Any other?—The "Elizabeth Ann"; the whole of that.

The whole of the "Elizabeth Ann"?—Yes; alongside of the "Princess Alexandra."

Is she the galley punt of the "Princess Alexandra"?—Yes.

Any other vessel?—The "Eliza"; part of her.

She is an eight-oared galley?—No, a four-oared galley.

Did you go off to the wreck of the "North" at any time, either the day she was wrecked, or the day after?—The day she was wrecked I went right alongside of her.

What time was that?—It would puzzle me to tell you what time it was.

[The Witness was ordered to stand back.

WILLIAM DURBAN, sworn; Examined by the *Inspector.*

WHAT are you?—A boatman. *W. Durban*

Of the "Skipjack"?—Yes.

Does she belong to you entirely?—Me, and three others.

She is a galley punt?—Yes.

A galley punt on the north-end station?—Yes.

Did you go out to this wreck of the "North"?—Yes.

Did you go on the day she was wrecked?—I went on the second day.

You did not go off at all the 30th; the Thursday?—No, not the first day.

Did your boat go off at all that day?—No; I do not think she did.

Are you a pilot or a bumboat-man?—Sometimes one; anything that comes.

More a bumboat-man than a pilot, probably?—Yes.

Do you happen to know whether you went out to the Downs on the day of the 30th in any boat?—No, not the day the vessel was first ashore.

The second day you did go?—Yes.

What time did you go from Deal beach?—We went early in the morning, about four o'clock, and got there before low water, I dare say.

About six o'clock did you get there?—Yes, about that time.

What water does your boat draw?—About a foot and a half I suppose.

Did you go on board the ship as soon as you got there?—Yes.

W. Lurban.
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By yourself?—There were two of us; and one was left to look after the boat.

Did you go up quite alongside of her?—Quite alongside of her.

Starboard or port?—The starboard side; she had a list to port.

At that time can you tell us how much of her sheathing was out of water?—There might have been, perhaps, two sheets; as much as there was, I dare say, at that time of the tide.

How long did you stay aboard?—We were about four hours altogether.

Captain *Hunter.*] You were there during the low water?—All low water.

The *Inspector.*] What were you doing during that time?—We got aboard and looked round, and we got some of the lanyards of the fore-rigging; all the lanyards of the fore-rigging the starboard side; that was the first thing; we were in the cabin, and there was nothing there of any value, except there was a cask of peas.

Which cabin did you go in?—The main cabin.

And there was a store-room at the end?—No; that was on deck.

Were you the first person there on Friday morning?—No; there were plenty there before me.

You got the starboard rigging down?—Yes, all the lanyards.

Was that Manilla?—No, it was all European; it is at Mr. Hight's.

What did you do with that; cut it in pieces?—Yes, we were obliged to cut it in pieces to get it adrift.

And then you put it in your boat?—Yes.

What else did you get?—The water got a little further, and we got a little of the copper.

How did you get the copper; did you get it from your boat?—Yes.

Had you got one of these three-forked prongs?—We have two slides; we keep one in our boat.

You slip it under the sheet and rip it off?—Yes.

Can you tell us how much of the vessel's sheathing was out of water at any time?—At low water?

Yes?—I do not suppose there were above three sheets.

Captain *Hunter.*] Aft, do you mean?—We were abreast of the main chains, where we were; and she went down by the head. We were not aft, because there were other boats.

The *Inspector.*] You only got 3 qrs. 12 lbs. off?—That is Mr. Hight's estimate. I almost forget what there was.

Did you take all the sheathing you got off to Mr. Hight?—Yes.

How long did you work at the sheathing?—I dare say they were a couple of hours getting what we did get, because it was very old; it was broken so short; made it a long time to get it off.

We have evidence it was new?—Some came off quick enough.

How many of you were working at it; did you work at it yourself?—Yes, all four of us; it took one to look after the boat,

Was that the starboard side?—Yes.

How many more were working the starboard side the same time you were?—I cannot say.

Were there 20 or 30?—Not so many; because some boats could not get along side at all.

The boats were close along the side?—Yes, as many as could work, did.

Did anybody work slung with planks from the bulwarks?—No; none that I saw.

Did you see anybody trying to get it that way?—No; all that I saw got was got in the boats; there was no stage over the side whatsoever.

Did you sound the water at low water, to see what depth of water there was round her?—No, that I did not. I knew there was a bank of sand that she struck on.

There was a signal chest that you brought ashore; where did you get that?—That was found in the cabin.

Did you find that, or one of your men?—One of the men.

Did you go into the forecastle yourself?—Yes, I was there; the second time I went there.

At this time did you go?—No.

Did you bring all back in your boat to Deal?—Yes, we landed it all at Deal.

What was the reason you did not get more of the rigging?—There was not any.

There was no more to get?—No; it was all wire rigging.

Captain *Hunter.*] The standing rigging?—Yes.

The running rigging and the braces?—That was all gone.

The *Inspector.*] Do you remember whether you went into the cabin outside the saloon on the starboard side. That is the cabin that had been a sail cabin; a large cabin. Did you happen to go into it, and see whether it was empty or not?—No.

Or into the hold; that was still more forward?—No; because I thought if there was anything worth having there, there were other parties would have it before.

Did you look into the hold?—The forehold I did.

Did you see anything there worth having?—Nothing but rice and cockroaches.

What time did you get back to Deal?—Between 12 and 1.

Did you land your boat at once?—Yes.

Can you bring a galley punt up to the beach easily at any water?—Not at any water. We cannot at low-water time; we do manage to get them up.

It is hardish work?—Yes; but at the time we go ashore it is flowing water, and then it does not give much trouble.

Do you remember how long after you got your boat on shore the coast guard came to search her?—He was there when the boat got ashore; he was there to search her.

You came in the middle of the day?—Yes.

Did you go off again that day?—No.

You went the next morning?—Yes.

What time did you go?—About the same time.

Did you get there somewhere about the same time?—Yes.

What did you bring back then?—We went into the forecastle there, and all we could see was a devil's claw for unstopping the chain.

You brought back an iron top to that?—Yes.

Was that all there was?—Yes; so many had been there, and there was nothing else, unless it was the old timber, and that was not worth bringing.

When you got into the cabin that morning, did you see whether the panels of these cabins had

had been broken?—There were some of them broken.

Did you see whether the hinges and the handles and the locks of the doors were gone?—I did not take notice of that. I know they were broken about the cabin, and strewed all over the place.

Did you see any furniture of any kind there?—No; there were some seats there.

Old clothes?—There were some old clothes; nothing of any value.

Moleskin trousers?—Yes.

No pilot coats or anything of that kind?—There might have been some old ones; nothing of any good. There were a good many, but they were all among the other things.

Captain *Hunter.*] They were not worth putting up?—No. *W. Durban.* 23 May 1867.

The *Inspector.*] What time did you come back to Deal?—We did not stop long. It was about 10 o'clock.

Did you go out again to the wreck?—No, not at all.

Captain *Hunter.*] Have you any notion how many boats were working at the copper while you were working?—That I cannot say. There were several of those boats, and there were punts, some under the counter; as many as they could.

About how many?—There might be a dozen punts at work at the same time.

You did not attempt to work at the rice?—No, our boat was not big enough to carry it.

GEORGE BUTTRESS, sworn; Examined by the *Inspector.*

ARE you the owner of some boats at Deal?—Yes. *G. Buttress.*

Part owner?—Yes.

What boats have you an interest in?—The "Little Wanderer," and the "Mayflower," and the "Little Ann," and the "Little Wanderer" again.

The "Little Wanderer" is a galley?—No, a small paddle punt.

What was the "Little Ann"?—A four-oared galley.

Did you go off to this wreck on the Thursday?—On the second day the ship was ashore.

What were you doing the first day the ship was ashore?—I went down to Folkestone to the regatta.

Did you go in the "Early Morn"?—No; in the "Fly."

What time did you come back?—In the evening part.

Did you see the "North" on the sand, as you went, and as you came back?—Yes.

Did you have any curiosity to go and look at her?—No.

Did you see any boats round her then?—No; I did not notice any of them.

Did you stand in near Kingsdown?—We went right in shore.

You were never very near to her?—No.

Had you got a glass aboard?—No.

How many of the Deal boats went to the Folkestone regatta that day?—Two.

Only you and the "Early Morn"?—That is all I am aware of.

Were there any prizes for galley punts?—That I cannot tell you.

You got too late for the regatta?—Yes.

Do you know, of your own knowledge, whether there were any galley punts off at the north end station that day?—I cannot say, because I was not at home.

Do you know whether there were any gone before you went away?—I did not notice any of them.

The second day you went in the "Mayflower"?—Yes.

Whom did you go with?—John Ashington, Thomas May, Henry Nicholls, and William Bailey.

Is that the gentleman who has the peculiar nickname?—No.

What time did you start?—Between seven and eight.

What time did you get to the "North"?—Close upon low water.

And you devoted yourself entirely to the sheathing?—Yes.

And how many of you stripped the sheathing?—There were three, and two stood to keep the boat off from the ship's side.

Can you tell us how much of the sheathing was out of the water?—Two sheets and a half.

Did you measure it?—No, as near as we could get at it; there were not three sheets.

Which side was that?—The port side we were.

Did you see the starboard side at all?—I did not go the starboard side that day.

How many boats were there stripping the port side, as well as your own?—I did not take notice.

Were there half a dozen?—I cannot say how many there were.

Had you the particular three-pronged forks?—No.

How did you do it?—We had an axe, and what we call a slice.

Did you find it come off pretty easily?—Yes.

Were the sheets broken much?—Very thin; and some of it worn through.

Did you go aboard?—No.

Any of your people?—Not that day.

Captain *Hunter.*] You commenced directly at the metal——

The *Inspector.*] How long were you there?—We got ashore about two o'clock.

Why did you not get more of the metal sheathing?—We could not get any more.

Why did you not go aboard to see if there was not anything else to be got?—The water was flowing.

You did not bring back very much; you only brought a couple of hundredweight?—Yes; Mr. Hight had it.

Did you not go on board to see if there was not anything else worth bringing away?—Not on board at all.

Did you not ask the people on deck if there was not anything to get?—We sang out to the people, and they said there was nothing, and we did not go.

You came back and landed about two o'clock?—Yes.

And took your metal to the receiver?—Yes.

When did you go again?—The next day.

Did you go on board the next day?—Yes.

G. Buttress.
23 May 1867.

What did you bring back?—Brought two guns ashore.

What boat was that?—In the "Wanderer."

Was that all you brought back?—That was all I brought back.

All you could find to bring back?—Yes.

The ship was breaking up then?—Yes.

Were you going as a witness for Foster to Wingham?—Yes.

Did you go to the rope stores at Crabble, or to River?—Yes.

What did you go for?—Because I sold him some rope belonging to the boats.

When did you sell that?—I cannot exactly tell the time; it was before the "North" was on the shore.

Did you see any of your rope there?—Yes; the rope was there, part of a capstan rope.

How much?—All the capstan rope.

How much did you sell him?—We sold him all the capstan rope.

How much did you sell him?—I cannot tell exactly the weight.

How much did you get for it?—£. 1. 18. 6.

That would be about four and a half hundredweight?—Yes.

Was that capstan rope that had been used for your own boat?—Yes.

Could you remember how long before the "North" was wrecked that was?—I cannot tell you exactly how long it was.

Do you mean to tell me you could swear to the capstan rope that you sold him when you saw it amongst the rope at Crabble?—Yes.

How did you know it?—Because our capstan rope was the smallest on the beach.

What size was it?—About four and three-quarters.

Does capstan rope differ?—Yes.

In what way?—It is a stranded rope. It is a four-stranded rope.

And the others are not?—Yes; and it is plaited up at the end.

Was it cut up in bits when you saw it at Crabble, or was it in one length?—It was in one length.

As you sold it him?—As I sold it him.

Mr. *Cumberland.*] How many men were employed by yourself, in your boat, in getting off the metal sheathing?—There were five of us in the boat, and we could not work at a time.

They were employed, more or less, in getting off the sheathing, were they?—Yes; there were two and three at a time in getting it off.

How long were you at work on the sheathing?—All the time we were there.

How long was that?—We went between seven and eight, when we started from the shore, and it was pretty well low water when we got there.

I want to know how long you were at work with the five men on the metal sheathing?—I cannot tell exactly.

How many hours?—Three or four hours.

And five men?—Not all the men at work.

They were more or less employed?—There were two or three.

And you were employed for how many hours?—Two or three hours; I cannot tell to an hour.

And you swear that the whole quantity you took off did not exceed above two hundredweight?—Two hundredweight. Mr. Hight has got it.

You swear that all the metal sheathing that you took from the side of the "North" was delivered to the receiver of wreck?—Yes.

The *Inspector.*] The coast-guard men are very active, are they not?—Yes; there were two coast-guard men came down to our boat that day.

Did you ever have the good fortune to bring anything ashore which they did not find out?—I never tried. I have not been a boatman long; I have not been long from sea.

Mr. *Cumberland.*] The sea was perfectly calm on Friday morning?—Yes; there was not much wind that morning; there was very little wind.

Mr. *Edwards.*] Did your boat keep steady?—No; we were the off-side of the ship, and the sea from the sand kept knocking in, and knocked the boat from the ship's side.

That is why two of the men were employed to keep her off?—Yes.

If the sea had been perfectly calm, you would all have been able to work?—Yes.

How long have you been at Deal?—About five or six years now.

The *Inspector.*] Had you been at sea before you were at Deal?—I came to Deal first, but I went away to sea before I went in any boat.

But do you say you came to Deal for the first time five years ago?—No.

When did you come first to Deal?—Two, three, or four years ago since I first went to Deal.

How long were you at sea out of that?—I was a little child when brought to Deal, and I have had about 10 years at sea altogether.

In the merchant service?—Yes, in Mr. Green's service.

I want you to be particular in what I am going to ask you; how many boats were working at that time with yourself?—I cannot tell you.

Tell me this, then. What length of the side of the ship did you strip fore and aft, not in depth, but what length did you strip?—I cannot tell you the length.

Did you strip 5 feet, 10 feet, or 20 feet?—It might be 10 or 15 feet; I cannot exactly say.

Tell me the longest you will put it at; will you say it was not longer than 15 feet?—About the length of the boat.

Was the boat lying alongside?—Yes.

What was the length of your boat?—Twenty-seven feet and a half, that is, on her keel.

You could not strip the whole of the length?—No.

Captain *Hunter.*] Did you strip the whole length of your boat?—Yes.

The *Inspector.*] Where were you lying, fore or aft?—We were lying just by the mizen chains.

Was there a boat lying between you and the stern?—Yes.

What class of boat was that; a galley punt?—No, it was an island boat.

What do you mean by an island boat?—A boat belonging to Ramsgate or Margate, somewhere up this way.

Was it a boat belonging to the "Morning Star"?—I cannot say.

Was she lying taking the copper off the wreck?—I do not know whether she was taking the copper off the wreck or not, but she was there.

She was an island boat, and was nearer the stern than you were?—Yes.

Was that the only boat between you and the end of the ship?—Yes.

Now,

Now, how many boats were forward of you?—I cannot tell you.

Were there four, or five, or six?—I did not count them.

You must tell me to one or two?—I did not stay to count the boats. There might have been three, or four, or five, or six, or what not.

I will tell you why I want it. We have evidence that there was much more of this sheathing than you say there was exposed and taken off. I want to see from your account of the number of boats that were there how much you did strip in depth as well as length. How many boats were there?—I cannot tell you how many there were; there might have been half a dozen.

Were they most of them boats similar to yours, and of a similar length?—Yes, some of them; boats like ours. I do not know whether they belonged to Deal, or where they belonged to.

Were they boats similar in length to yours?—Yes.

Were they lying along the side, with their length along the side of the ship?—Yes.

Not end on, but lengthways?—I could not say as to the whole of them.

Your boat was 27 ½ feet long. Did you strip the whole length of your boat, do you know?—No.

How much short of it, judging by your boat; you can remember pretty well their distance; where did the men stand in the boat in order to strip it; did you strip 10 feet in length?—I cannot tell what length it was, but not the length of the boat. There might have been 15 feet.

There might have been 100?—Then 15 feet. I cannot tell to a length what it was.

Mr. *Cumberland.*] How long did it take you to get off one sheet?—It took a good while, because don't you see the felt was on so tight.

How long do you suppose?—It might take half an hour or more.

For one sheet?—Some did.

And you were engaged three or four hours?—Yes; I do not say all, but some sheets took that.

Mr. *Edwards.*] Did you move your boat at all?—We did move it.

Did you move it, from the place where you began, up at all?—We hauled up a little way; we hauled further a-head.

Because you could not get any more where you were?—No.

Mr. *Cumberland.*] How were the boats moored to the ship?—They were not moored at all.

The *Inspector.*] No rope over the side?—No.

Mr. *Cumberland.*] Not attached in any way?—We had a hook from the chains.

There is a great space between the fore-chains and the main-chains, and between the main-chains and the mizen-chains?—We had a man to haul her as we wanted it.

This was a very large ship of a very great length; every boat could not be attached to the chains; were the other boats making on to one another?—They had ropes to one another's sterns. *G. Buttress.*

23 May 1867.

How long was your boat-hook?—About 18 or 20 feet long.

The *Inspector.*] Did you ever let go the mizen-chains with your boat-hook, or did you keep fast with it all the time?—As we went on the way, so we had to hook on to one another.

Captain *Hunter.*] The boats were fastened together endways?—Yes.

Mr. *Cumberland.*] How many deep were the boats round the ship?—Only one deep.

Are you quite sure about that?—Yes.

Mr. *Edwards.*] Did you hand yours to any other boat?—No.

The *Inspector.*] Did you see anything of the boats that were working on the port side with you, hand their metal into any other boat?—Not while I was there.

Mr. *Edwards.*] Would you like to trust yours into any other boat after you got it?—Our boat was big enough to bring it in.

Captain *Hunter.*] Did the boats reach right round to your side fast to each other, the whole length of the ship?—No; not the whole length of the ship.

How much of the ship did you reach along?—I cannot tell you that; I did not notice how far they reached along. I did not notice what boats were there.

Mr. *Cumberland.*] As you were engaged three or four hours the port side, can you say how many sheets of copper were taken from the port side by all the parties during the time you were engaged there?—That I cannot. Some was lost overboard. They had it with a bit of rope, and then the rope slipped, and it went overboard.

The *Inspector.*] You got about two hundredweight, and there were more boats engaged in the same way; can you say how many hundredweight they would be able to get off?—I cannot say how many hundredweight they would be able to get off.

Were there any other boats on the port side that had more hands to work than you, as far as you remember?—I do not know whether there was.

Did you happen to see more men working one side than in your boat?—No.

Were there any boats working before you came?—There were boats.

And remained after you went?—No; they did not remain after we went.

Did you leave last?—No.

Who left last?—I do not know. There were a good many boats there when we left.

Were they the same boats as there were when you came; I mean stripping the sheathing?—No; they came pretty much together.

And they went away too?—Yes.

Was there any other boat that had more men working in it than your boat?—No; I did not see any.

Did you see whether there was any boat in which there were four men working?—I did not see any.

GEORGE ERRIDGE, sworn; Examined by the *Inspector.*

WHAT are you?—A fisherman.

And a pilot?—Not a pilot.

A bumboat-man too?—No; nothing but fishing. *G. Erridge.*

Where?—At Kingsdown.

Was your boat the "Caxton"?—Yes.

You remember the day the "North" was wrecked?—Yes.

Did the "Caxton" go off the first day?—Yes.

G. Erridge.
23 May 1867.

What time did she leave the beach? — Between 9 and 11 I think it was.

What crew had she on board her?—I do not know exactly whether 10 or 11.

What time did you get down to the "North"? —We were about an hour going to her.

You got there about 12 or 1?—Yes.

Did you go on board her?—No.

Who did from your boat?—I sent six or seven men.

Can you give me the name of anyone who went on board her? — A man of the name of Luke Jarvis.

You stayed on board the "Caxton"?—Yes.

How long did the punt stay away from you?—About an hour or so, or an hour and a half.

And then came back?—Yes.

What did the punt bring back? — One old sail, a little old rope, an empty chest, and some canvas.

What was the sail, do you remember?—I do not. It was an old sail, with several holes in it.

Did you ask the men where they got it from? —No, I did not. They picked it up somewhere on deck.

Did they not take it from the yards?—No.

Did they tell you how they got the hemp and Manilla rope?—Picked it up about the deck.

And did they tell you where they had found the can of varnish?—No.

Was there anything in the can?—A little varnish.

And there were some galvanized hanks?—I did not see them.

That was all you got?—That was all, to the best of my recollection.

Did your punt go off to the ship again?—It did not go any more.

Why did they not go again?—They told me there was not anything worth getting, and it was risking the boat.

Was it rough?—There was a nasty run of the sea.

What time did you come back into Kingsdown? —We did not get back till nine or ten in the evening.

How long did you stay at the wreck?—On the way back we fell in with Arnold, and he detained us.

Which Arnold; Jervist?—No, John Arnold.

What did he come out with?—He came out with a small boat.

Did he come to the wreck?—We met him as we were going inside. He wished us to stay and see if we could get a donkey-engine from the steamboat when the tide ebbed, and the water did not ebb sufficiently.

Did you try?—No, it was no use.

Do you know the name of the boat that he came out in?—No, I do not.

It was a boat called the "Wild Duck." Did she lie near you, or did she hail you as you were going back?—Hailed us as we were going back, and we put the anchor down.

He came on board her?—Yes.

That was before you had come away from the ship?—No, we had come away from the ship then.

Did you go back to the ship?—No, we brought up inside the sand.

How far from the ship?—I should think, a mile very nearly. It might not be quite so far.

You did not leave the ship until about six o'clock, did you?—It was getting on in the evening.

You did not leave before dark, did you?—Yes.

Very little?—It was a little before dark.

What were you doing all the time from 12 to half-past seven?—We were lying out there, doing nothing.

And your punt only stayed at the ship about an hour?—An hour or an hour and a half.

And went to the ship as soon as you came to anchor?—Not quite directly.

How long after?—A quarter of an hour or 20 minutes.

When she came back it was three or four o'clock?—She came back before that.

Why did you stay between three and four hours there?—As I tell you, we were detained along with Arnold.

Arnold did not get there until half-past seven, according to his own account?—He came before that.

I see he got there at half-past three. Then you started rather earlier than you think. Did you beach your boat that night at Kingsdown?—No, it was late.

You lay off?—Yes.

Did you and your men come ashore?—We came ashore, and had something to eat.

And then went back to the boat?—Yes.

And stayed at the boat all night?—Yes.

Did your punt come off from the boat during the night?—Not at all.

When was the boat hove upon the beach the next day?—I do not know the hour, but I think something like 10 or 11 o'clock.

And were these things taken out of the boat? —Yes.

And taken up to the receiver's?—Yes.

Did she go off that day or the next?—No.

When was the next time she she went off anywhere?—It was a fortnight after that, I think, before she went off, if I recollect right. I do not think she went until she went on her voyage.

Captain *Hunter.*] Was there any paint, as well as varnish?—There were two or three cans, but I do not know what was in them.

The *Inspector.*] Did you see whether the cans were full or empty, or had they anything in them or nothing?—There was something in them, I think.

Captain *Hunter.*]—These cans must have been full?—I did not handle them myself.

The *Inspector.*] Are you quite certain that your crew that went in the punt showed you everything that they brought from the ship?—Everything that they brought in the punt to me I saw.

Could they have kept anything out of your sight?—No, not without chucking it overboard.

Captain *Hunter.*] It is most likely the paints are kept in the same place as the varnish; and we have heard something about paint being offered?—I know nothing about that.

The *Inspector.*] As far as you know, your men did not take any paint away from the vessel?—As far as I know.

And they could not have sunk it under water, and let the lugger carry it on?—No, I think not.

Mr. *Cumberland.*] Did you see any other boats than Deal boats at the wreck?—There were other boats; but my attention was looking after my own boat, to see that she did not come to any damage.

What

G Erridge.

23 May 1857.

What other boats were they?—I do not know their names.

Do you know the difference between Deal boats and other boats?—There is not a bit of difference.

And you do not know what these other boats were, or what port they belonged to?—No.

How many other boats were there besides Deal boats?—There were three or four from Kingsdown; that is all I know.

Kingsdown boats or Deal boats?—They are all built at Deal.

They all belong to the port of Deal?—Yes.

Were there any other boats than Kingsdown boats, Walmer boats, and north and south end boats at Deal proper?—I do not understand what you mean.

The *Inspector.*] You are asked whether you know the difference between Broadstairs and Ramsgate boats and Deal boats?—Yes, they are larger.

Were there any of those there?—There were two came there just before we left, but what their names were I do not know.

Mr. *Fox.*] Were there any smacks there?—Not when I was there.

Or any foreign vessels?—Not when I was there.

Or when you left?—No, I did not see them.

CHARLES BOWBYAS, sworn; Examined by the *Inspector.*

C. Bowbyas.

ARE you a Boatman at Deal?—Yes.

A bumboat-man?—No.

A pilot or fisherman?—I am a channel pilot.

Have you got a license?—Yes.

You are a pilot when you can get anything to pilot?—Yes.

And when you cannot get anything to pilot, what do you do?—Go about.

And sell things to vessels in the Downs?—Never sell anything.

How do you get your living?—Sometimes go out to put pilots on board ships, sometimes landing pilots.

Have you an interest in any boats in Deal?—Yes, I have; four.

What are their names?—The "Faith," "Hope," "Sappho," and "Fancy."

Are you the whole owner of any of them?—No, there is another man in partnership with me.

Is that Mr. Thomas Foster?—No, I have nothing to do with Thomas Foster.

Is he not a partner in the "Faith"?—He has a boat named the "Faith," but not the same boat as mine.

What name has your boat got on it, the "Faith"?—It has got my father's name on it.

Robert Bowbyas?—Yes.

And have the "Sappho" and the "Hope" got the same name?—No, the "Sappho" is John Bowbyas'.

Where does she haul up?—To the northernmost part of Deal.

What is she?—We call her a galley punt; a four ton registered boat.

Are there more than two "Sapphos" in Deal?—I do not know of more than two. One is at south end.

Belonging to Files?—Yes.

Do you remember the day the "North" was wrecked, the 30th August?—No, I was not at o me. I was in the channel on board a ship.

Then what your boats were doing that day you do not know?—No.

When did you come ashore?—I was down channel five days from the time I got home, till the ship was on shore.

Captain *Hunter.*] Do you mean it was five days after the "North" was wrecked when you got home?—No, I think the ship was on the Goodwin when I was on board the ship going down channel.

The *Inspector.*] Where did you get on board the ship as pilot?—In the Downs.

Did you see the "North" on the sands as you went down the sands?—I saw the "North" on the sands when I was on board the ship as a pilot.

Was that the first day she was on the sands?—No, I was on board the ship before the first day she got ashore.

How long had you been on board the ship before the "North" got on the sands?—Two weeks.

Had you been having a pleasant resting-place on the ship for those two weeks?—I brought the ship round from Margate Roads to the Downs. She was lying there with a head wind.

Was she lying there two weeks?—Yes, the ship I was on board lay for two weeks.

You went off to Deal occasionally?—I was aboard of that ship more than two weeks.

In the afternoon did you not go to Deal to see your friends?—I never went ashore.

When did the ship sail to go down the channel?—I think I had been on board about a fortnight.

Was the ship still in the Downs when you saw the "North" on the sands?—Yes.

How long after you had seen the "North" on the sands did the ship get away to go down channel?—I think it was five days; I am not positive.

During all that time were you on the ship?—Yes.

When she started to go down the Channel, did you go down with her?—Yes.

How far did you go?—To Beachy Head.

Then did you come back?—Yes.

Did you not come ashore the 31st, the day after the ship was wrecked?—No, I cannot recollect that.

Did your boat called the "Faith" come out to the ship?—No, I cannot recollect that; I recollect I went out in the "Faith."

Went out in the "Faith" to the "North"?—Yes.

What did you get out of the "North"?—As near as I can get at it, I took 24 bags of rice ashore.

You got something before that, did you not; that was in the "Hope," was it not?—It was in the "Hope" and the "Faith;" they were both out together; the boat took the rice ashore.

Was that after you came back from Beachy Head?—That was after I came back.

On the day after the "North" was wrecked, before you started from Beachy Head, do you know whether your boat, the "Faith," went out to the "North"?—I do not know; I was not at home.

Do you know anything about a chain winch being

C. Bowbyas. 23 May 1867.

being sent from the "North"?—I was in the boat that brought that concern ashore; I had never seen it on board a ship before; I do not know whether that is the name of it.

Captain *Hunter.*] For heaving the chain out of the locker?—I think that is it.

The *Inspector.*] There was a chain winch brought on shore and delivered to the receiver of wrecks on the day after the ship was wrecked; were you on board the boat that brought that ashore?—Yes, I brought it; I do not know whether that is the right name of it.

Just think what you are saying; you told me in the beginning of your examination that you did not go out to the ship, that you piloted for five days after the "North" was wrecked. You came in the boat that brought the chain winch on shore?—Yes.

I want you to try and remember it. Did your boats bring back on two occasions things from the "North" or only on one?—The boat brought rice ashore.

I do not want rice. Did your boats bring back articles belonging to the wreck on one occasion or on more than one occasion; once or twice?—I am not altogether certain; I never thought of the question. It is a good while ago now, and I have not kept it altogether in my memory since.

What did you get for being pilot in this ship?—I can recollect that very well.

How much was it; you do not keep accounts, do you?—That is more of a usual thing than my going out to a wreck.

Then you are more likely to remember an unusual thing; do you put down what you get in an account?—No, I never put that down.

Can you remember anything about this, or not; is your memory better before dinner or after?—I think what you said to me just now was a little misunderstood; I meant I was on board the ship in the Downs five days before the ship was on shore.

When did you come ashore from the vessel in the Downs?—That same day the "North" went ashore in the morning; we went away from the Downs that night, and the next day I was landed at Beachy Head, and I went out the next day.

Did you go out to the "Faith"?—Yes.

And brought back this thing that you do not know what it is?—Yes.

Did you bring back in the "Hope" about a week afterwards some wire rope and some other iron?—Yes, two pieces of iron and a piece of a wire top-gallant stay.

Where did you get that from?—When I went to the vessel, her mast was lying over the side.

Which mast?—The ship's mast, and this piece of stay was hanging over the side; we pulled that to the boat, and there were two pieces of iron there.

You got that into the boat, and brought it ashore?—Yes.

When you went the first time, did you go on board the vessel?—No, the vessel was never whole when I went there.

The first time when you brought back the winch?—I did not go on board.

Who did go on board?—One of our chaps got on board.

What was his name?—Marsh.

Where did he get the winch?—It was close to the bulwark; he made a piece of rope fast and slung it down.

You did not go on board at all?—No.

Were you going as a witness to Wingham for Foster?—I went over to Wingham, but I was never spoken to.

Did you go to Crabble to look at the rope?—No.

What did you go to Crabble for?—Because I have sold Foster some time back a cable and some pieces of old rope that came from the boat's fenders.

Where did you get the cable from?—I bought it from Deal.

Out of a vessel?—No, from a rope maker.

Was it a new one?—It was a new one, but was an old one when I sold it him.

Was it one in use in your boats?—Yes.

What quantity was it you sold to Foster?—I should think it weighed upwards of 3 cwt.

What did he give you for it, do you remember?—9*s.* 6*d.* a cwt.

It was pretty good?—Yes, I wanted a 1*d.* a lb.; I said "I shall keep it until the 'Caxton' runs."

You got 28*s.* 6*d.*?—29*s.* 6*d.*

When did he pay you then?—He paid me the money when I sold him the rope.

Was it before you went on board the ship in the Downs?—I should think it was about half a year before that.

Did you see that rope at Crabble?—I saw that rope in a waggon; I never put my hand on it, and nobody spoke to me about it.

That was about March or April, or early in the year?—Yes, I recollect the time; I went over to Wingham about it.

When you sold it to Foster, you had sold it nearly half a year before August?—Yes; I should think, as nearly as I could get at it, it was about half a year before that.

And you saw that in a waggon?—I saw that standing in a waggon.

What day was that that you went over to Crabble to see it in a waggon?—I was at Wingham, and saw it in a waggon.

Did you go to the store at Crabble?—No.

You saw it in the waggon at Wingham?—Yes.

Did you see all the rope that you sold Foster there?—I saw the old cable, and I did not see any more.

Do you remember what the weight of the old cable was?—When I bought it it was 1¾ cwt.

It would not weigh so heavy as that?—Not quite so heavy.

About 1½ cwt.?—Yes.

What size cable was it?—About 3¾ inches.

How long had you had it?—I think about two years.

Captain *Hunter.*] That was all the rope you knew anything about, that you could identify?—That was all the rope that I knew anything about, and all the rope that I saw on board the ship "North" was a little wet Manilla; a few rags; that was what I saw from the boat. I could see some old rags hanging about; that was all I saw; her anchors and cables hanging about.

It was pretty smooth Saturday afternoon?—The time I was there there was a rough sea, and the ship was pretty much swaddled in the water. There was a gulley round the ship, and for about 15 fathoms, where the ship lie, she made a pond for herself.

JAMES BAILEY, sworn; Examined by the *Inspector*.

ARE you part owner of the "Lord Clarence Paget"?—No, my father is.

Have you anything to do with the pier at Deal?—No.

Have you any shares in any of the boats that hail from Deal?—No.

Where were you on the 30th August last?—I was at the "North."

What boat were you in?—In the "Paget."

With Simon Pritchard?—Yes.

Did you go the first time when the punt went to the ship?—Yes.

Did you go on board?—Yes.

Can you tell us where you found these sails that were afterwards put in the boat?—I unbent them.

You unbent them all?—Yes.

The cross-jack and the mizen staysail?—Yes.

Did you unbend them yourself?—I helped to unbend them.

Were you obliged to cut them at all?—No, we never cut them.

Where did you find the life buoys?—They were abaft.

Did you find the cable and the hawser?—No, one of our other people found that in the cabin; I believe under the cabin table.

Did you find the oil cans, or the handspikes?—Yes, I found those.

And the shovel?—Yes.

Where did you find them?—It was down below in the after hatch.

Did you help to cut the rigging?—No; there were two pieces of rigging.

The lanyards?—No, I think it was the main-brace.

J. Bailey.

23 May 1867.

Did you find the books?—No, I saw Pritchard bringing them out.

But you did not find them yourself?—No.

Do you know which of your men did?—I cannot say.

You came back in the "Lord Clarence Paget," and came ashore in the punt?—Yes, I came ashore in the punt that evening.

Did you go out again?—No.

Not at all?—No.

Not in that boat or in any other?—Yes, I was out there a week perhaps.

What boat were you out in then?—The "Sappho."

Files's?—Yes.

Did you help Files to bring the things he brought in the "Sappho?—All he brought was 30 fathoms of chain.

You were obliged to throw 15 fathoms of it over, and leave it in the sand?—Yes, the wind was so strong.

And you know nothing more about it?—No.

Mr. *Edwards.*] Did you go down to the receiver when the things were brought ashore?—No.

It was your father?—Yes.

Do you know William Bailey who has a curious name?—He is away at sea.

What boat has William Bailey gone in?—I cannot tell; she is a galley punt, and has gone to the westward, as far as I know.

[Adjourned till To-morrow morning.

Ramsgate.—24th May 1867.

MINUTES of EVIDENCE taken before *Montague Bere*, Esq., Inspector, and Captain *Hunter*, Nautical Assessor, appointed to Inquire into the Circumstances connected with the Wreck of the "North."

(From the Shorthand Notes of Messrs. Cherer and Bennett.)

Sixteenth Day.

Mrs. Mary Ann Foster, sworn; Examined by the *Inspector*.

Mrs. *M. A. Foster.*
24 May 1867.

You are the Wife of Thomas Foster?—Yes.

A fishmonger and marine-store dealer?—Yes.

He himself cannot read or write, can he?—Very little; just write his name, and that is all.

And you generally keep his books for him, do you not?—Yes.

When he buys any articles as a marine-store dealer, does he tell you what he has bought?—Yes.

And from what he has told you, do you put it down in the book?—I have occasionally neglected it.

Do you know that your neglect exposes him to a penalty?—I was not aware of it before, although he has told me of it, to keep it strict,

Can you give me any reason why in the month of September last year there were so few entries in his book?—Unless it was the same time I was ill.

Were you ill last September?—Yes.

Do you know whether your husband has brought the book with him to-day?—No, he has not brought it.

There are about seven entries in the month of September; about two a week, that is all?—I was ill at that time.

Are there any other persons assisting in the store beside yourself?—No.

Does not your husband keep a clerk, or boy, or anything of that sort?—Not that I am aware of.

Has he more than one store?—No.

And is that store next to the "Forester" public-house?—Yes.

When he makes a bargain with people, does he generally send them to you to get paid?—He does; occasionally he does not send them, but when he is away I pay.

Is he away much?—When there is sale on, he has to go to London to buy fish and other things.

Do you remember whether he was away much in the month of September last?—I do not properly remember, he goes away so much.

Would you buy anything if it was brought to you, and he was away?—It is never brought to me, it is weighed in the store, and they come to me for the money.

Who would weigh it if Mr. Foster is away?—Mr. Erridge, if he brought it to him.

If Mr. Erridge was to bring a large quantity to the store, would he weigh it himself and come to you?—Yes.

Without anybody looking after the weights?—We have dealt with him so long, we trust him.

If anybody weighs it would you pay without its being checked?—He does not buy of a great number of people.

We have had a great many people who have had dealings with him for a great many years?—Mr. Erridge has,

And Ashington?—I do not know.

And Bowbyas?—Yes.

Do you mean to say that Foster was aware these men would take what they have to sell into the store, weigh it themselves, and then come and tell you it weighed so much?—Yes.

And then pay them?—Yes.

Has your husband anything to do with George Mackey?—Not that I am aware of.

Mr. *Fox.*] Did you attend to the business in September?—The book was brought to me once or twice, and I put it down, and Mr. Foster told me several times to put it down; it was quite negligence on my part. I know Mr. Erridge brought some to put down, but I do not remember how much. I was confined at the same time, and I really could not attend to it.

Samuel Pearson, sworn; Examined by the *Inspector*.

S. Pearson.

Are you the Owner, or part owner of the "Cosmopolite"?—Yes, part owner and master.

Did you go out in the "Cosmopolite" to the wreck of the "North" on Thursday the 30th August?—Yes.

Do you remember who went with you?—I cannot call to my mind every man; but several.

The names of one or two can you give us?—A nephew of mine, Henry Pearson, Stephen Hoyle, William Nightingale, Richard Bushell, William Beauchamp, John Cashmere; there are lots of them.

What time did you leave the beach that morning?—About seven in the morning.

What time did you get down to the "North"?—Half-past ten, or it might be 10.15.

How

How far off from the "North" did your boat lie?—Almost touching her; we laid aft the steamboat.

Did any of your crew go on board her?—Yes.

Did you go yourself?—No.

Can you give us the name of anyone that did?—Richard Bushell.

How long did they stay on board?—I should think the first time they were aboard about an hour; they went a second time.

Did they bring back anything when they came back?—The first time they brought a large sail.

Was it a mainsail?—I do not know what it was.

Did they tell you where they got it from?—They got it somewhere below; it was very wet.

It was not one that was bent?—No; it was 60 odd feet by the head.

Captain *Hunter.*] The mainsail?—Yes; I should judge it was a mainsail; we never opened it.

That was taken out of the sail cabin?—I did not go into some parts of the cabin below.

The *Inspector.*] Did they go back to the ship?—They went back to the ship and brought two other sails.

Were they sails that had been bent?—They were not bent.

They were not taken from the yards?—No, all below.

Spare sails?—Yes.

One a trysail, and the other a jib?—I do not know what they were; I never opened them, they were reported to the coast guard.

You put those in your boat, and brought them back?—Yes.

That was not a load for your boat?—No, they told me the water flowed over the deck, and you could not get below; I went back after high water, and there was nothing to be got.

There were sails bent on the yards?—There were parts of sails split in ribands; the main top-gallant mast was over the side, and she had a heavy list to port.

She had a heavy list the first morning?—Yes, she had the first morning, and was very much hogged.

Captain *Hunter.*] You would not call it a heavy list?—Yes.

The *Inspector.*] How much had she a list?—I should say two streaks, or more than that.

You put these sails into your boat, and came back?—Yes.

Did any of your men tell you anything about live stock on board?—No; I did not hear of any.

What time did you get back to Walmer?—About seven in the evening.

Did you have your boat hauled up then?—No.

How long did you lie off?—Until the next morning.

Did you come on shore?—Yes, and landed two of the sails.

The two small ones?—The larger one, and a small one; we intended to go out in the morning, but there was nothing to pay us.

And you did not go?—No.

Did you never go out again?—No; nor the boat.

At the time you were there, was there not plenty running rigging to be had if you cut it down?—No; I think most of the running rigging is still on the Goodwin Sand; it was there when I left the vessel.

Captain *Hunter.*] The running rigging was all rove?—Yes; and the topsail halyards.

But they were lowered down?—Yes, lowered down.

But not unbent?—Not unbent.

The *Inspector.*] You were there after Files, because he cut it down?—He must have been there after me.

Can you say how many boats were there when you left?—Eight or ten.

All luggers?—No; all classes.

Any galley punts?—Yes.

Did you see any Broadstairs boats there?—Two, at least.

Were they the "Petrel" and the "Tartar?—I cannot say what they were.

What time did you leave?—About three in the afternoon; they had not been long there when we left; she dropped the first morning 10 feet in the sand; I think all 10 feet.

Captain *Hunter.*] Both ends?—In the middle two; in fact, there would not be water in the middle alongside at half tide.

Do you say her stern post was sunk 10 feet in the sand?—Yes; she went down most by the head.

I ask about the stern post?—She was mostly down by the head; her head was in the sand.

The *Inspector.*] Had you any particular reason to remember how she was lying in the sand?—How her head lie and the bearing?

Yes?—Her head was about south-west.

Has there been any other wreck on the Goodwin Sands since the "North"?—Not that I have been to.

Have you been at any other wreck since that?—No.

When was the last wreck before that you were at?—I do not remember I was at any wreck for many years before. I am frequently away to the west. I know a great deal of her standing rigging is still there, all the wire rope.

Captain *Hunter.*] We have lots of evidence that all the running rigging was unrove and taken away?—I cannot say what it was after; we got our boat damaged, and what was there was not worth trying to get.

The *Inspector.*] Did you get your boat damaged?—Yes; to the amount of 30 *s.*

Mr. *Cumberland.*] There was nothing else brought from the wreck on board in luggers, except these things?—None, whatever; and as soon as we came into the Roads, I reported to the coast guard; we brought them ashore, and we made up our minds not to go any more, and we left the other on board till the morning.

Mr. *Mercer.*] Is it a very rare thing for a wreck to remain on the sands?—Very rare; the tide was good there, and she was a very large ship.

What is the usual thing with regard to wrecks on the Goodwin, that they go to pieces?—It depends on the first take of the ground. If they take the ground firmly, they lift sometimes, but if they lift at all, they soon go to pieces; for instance, some ships go to pieces in an hour, and some will last for days.

Captain *Hunter.*] I suppose it depends on whether the tides were taking off?—Yes; the tides were taking off there, and the weather had set in moderate.

If a ship goes ashore in the proper spring, she will

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will last a good while?—Yes; she will go up on the sand with the flow of the next tide.

The *Inspector.*] Do you know a boat called the "Lord Clarence Paget?"—Yes.

Did you see her at the wreck?—Yes.

Did she leave about the same time that you did?—I will not be certain what boats left, and what stopped; I did not take notice; we left the chief part of the boats there.

GEORGE HANGER, sworn; Examined by the *Inspector.*

G. Hanger.

ARE you a Boatman at Deal?—Yes.

And go off to the ships with provisions, and things of that sort?—Anything that might be required.

Are you owner or part owner of a galley punt, called the "Imperatrice"?—Yes.

Were you in her the 31st of August last?—I was in her. I do not know the day.

The day after the "North" was wrecked?—The second day after, or the third, I cannot say.

Did you go out to the "North" the day she was wrecked?—No.

Not in any of the boats?—No; I was about Deal.

You went out either the next day, or the day after, to the ship?—Yes.

How many went with you?—Three more besides myself.

What time did you go?—About six in the morning, I think it was, as far as I can recollect.

What time did you get there?—I suppose about eight.

That was low water, was it not?—Yes; the water was pretty low then.

What did you bring from the wreck?—I brought 2½ cwt. of metal.

Where did you get it from, the starboard or port side?—The port side I think it was.

How long were you in shipping it?—I cannot say; two or three hours perhaps.

How many of you were at work at the same time; did you work in your boat?—From the boat.

Did the boat require two to steady her, or only one?—Two to keep it steady.

Two kept it steady, and two worked?—Yes.

What had you got to work upon it with?—A sort of crowbar.

And an axe?—No; we had no axe.

Had you two crowbars; a crowbar apiece?—Yes.

What length of the side of the ship did you strip?—I cannot tell you; about the length of the boat I think.

What is the length of the boat?—Twenty-seven feet.

You could not strip the whole length of the boat, could you?—That was her length, and she lay alongside, and was never shifted.

Could you have stripped much more than 25 feet of the ship in length; you could not strip the whole length of your boat?—We only stripped what we could get at out of the water.

Along the ship's side, you say you stripped the whole length of your boat?—Yes.

Could you strip the whole length, or could it not be a foot or two more than the whole length?—It is likely it might be.

And you brought home 2½ cwt., and that was given to the receiver?—Yes; to Mr. Hight.

Did you go there again?—No.

You did not go out to the wreck at all again?—Not at all.

And was that all you brought away?—That was all I brought away.

Did you go on board the ship?—No one out of the boat got aboard the ship at all.

Can you tell me about how many boats were employed in the stripping at the time you were there on your side?—I cannot tell.

Do you remember whether there was a Ramsgate boat at the extreme stern stripping the copper off the rudder?—No; I do not.

Do you know what the name of the next boat to you was?—I do not know what boats were there.

Remember this, there is no harm in your having stripped this copper off at all, therefore you may as well tell me?—I cannot say who they were.

Captain *Hunter.*] Were they so numerous that you could not tell?—Yes; they were so numerous.

The *Inspector.*] Do you know George Buttress?—Yes.

Was he stripping off the same side you were at the same time that you were?—I really cannot say, not if I speak the truth.

Then you cannot tell how many boats were engaged in stripping on the port side during the time you were there?—No.

As soon as you landed, the coast guard came and took it?—The coast guard came down to the boat.

And took what you had got away?—Yes, to Mr. Hight's.

Mr. *Cumberland.*] What depth of copper did you get?—There was not much depth of copper when we got there; when we were there the water fell; there had been some got there before.

Captain *Hunter.*] There was some taken off the same place when you were there?—Yes, to the height of it.

Mr. *Cumberland.*] Did you only take off one sheet along the length of 25 feet?—Yes.

How many?—I tell you the weight. I do not know how many sheets.

Captain *Hunter.*] How many sheets in depth do you think they were?—I cannot say at all.

Mr. *Cumberland.*] And the boats were so numerous that you cannot recollect?—I have no recollection what the boats were at all; we had enough to look after our boat ourselves.

Did you go the starboard side of the ship at all?—Not at all; I only went that one side.

Had you a boatload when you left the ship?—No.

Why did you not get a boatload?—Because there was not a boatload to be got when I was there.

Captain *Hunter.*] What depth had been stripped down?—I did not take any particular notice of what depth was taken.

You

You can tell how much was under you when working. You could see where the copper had come off?—I think it was seven feet above us.

Seven feet above where you worked?—Six or seven feet.

Mr. *Mercer.*] What instrument had you to use; it was not a crowbar?—It has a slice end to it.

You did not have a log fork?—No; I had a slice to it. *G. Hanger.* 24 May 1867.

Did you see any stages hung over the ship?—No.

Were there any on the port side?—No; I never went the starboard side at all.

GEORGE WALKER, sworn; Examined by the *Inspector.*

Do you live at Deal?—Yes.

You are a Pilot, or a Boatman?—A boatman.

Are you owner or part owner of any boat at all?—None whatever.

Do you know a boat called the "Globe," of Deal?—Yes.

Did you go out in her the Friday, the day after the ship was wrecked?—I cannot say whether it was the day after the ship was wrecked; the day after the ship went ashore.

Captain *Hunter.*] You had seen her the day before that?—Yes.

Had you been to her at all the Thursday, the day she struck; were you at Deal that day?—Yes.

Were you about on the beach?—Yes.

Can you tell me at all, from your own observation, how many boats went off that Thursday from Deal, the day before you went yourself?—The day the ship was ashore?

Yes, the first day she was ashore?—Very few; there was a good deal of sea; I should say not more than three or four that I saw.

Did you happen to see the "Albion" go off?—No, I did not.

Do you happen to know who went in the "Albion" from anything you have heard since?—No.

You went off yourself on the Friday in the "Globe"?—The next day; I cannot say whether it was Friday or Saturday; it was the day after the ship went ashore.

What time did you get to the wreck?—About six in the morning.

Which side of the vessel did you go?—The starboard side.

You brought back, I think, one cwt. and 24 lbs. of sheathing?—One cwt. and a quarter I delivered up.

Where did you get that from?—Got it off the ship's side.

Off the starboard side of the ship?—Off the starboard side of the ship.

What part of the side, the main, the mizen, or the fore?—Right underneath her quarter.

Had anybody began to work on the ship before you began to work?—Yes, several, as many as 10 or a dozen.

On that side?—On that same side.

The *Inspector.*] What length of the ship's side did you strip?—A boat's length; 28 feet our boat was.

How deep did you strip; how many streaks did you strip?—I do not suppose we stripped more than one sheet deep; one or two sheets; I should not say the depth of a sheet of copper; I do not know what the depth of a sheet of copper is.

Captain *Hunter.*] Fourteen inches and four feet long?—We stripped very little; we did not strip it right fore and aft, we stripped it as we could get it up and down. *G. Walker.*

You did not strip it right fore and aft?—Not clean; a bit where we could get it.

How many of you were stripping it at that time?—Two hands in the boat, two to take care of the boat, and two to strip.

What had you get to strip with?—I had a log fork; I was the man who had the log fork.

Had each boat one of those log forks?—I do not know; I did not take notice of the other boats.

How long did it take you to strip this?—Three hours, I dare say; we could only get a job now and then according to the sea.

Captain *Hunter.*] The boat was jumping about, and you were working right under the counter?—

The *Inspector.*] Did you see any person slung over the side of the vessel working on the planks at the counter?—No.

What time did you leave the vessel?—I cannot say.

What time did you get back to Deal?—We got back to Deal between 12 and 1 o'clock in the afternoon.

How long were you going back, do you think?—We were very long going back, because it was a calm, and we had to row all the way in from the sand. We had no watch on board, and the ebb tide was running.

You took the sheathing and took it to the receiver?—Gave it up to Mr. Hight.

Captain *Hunter.*] Did you not get any more sheathing, because that is such a very small quantity?—We could not get any more, the sea would not allow us to get any more, or we should have got some more if we had been farther forward; we could have got some more, but we were rather late.

The *Inspector.*] The best stations were taken up, were they?—The best stations were taken up.

After you were there did some other boats come out and go round to the port side?—No; it was impossible to get to the port side, I think.

The last man went after you and came back after you, and stripped a good deal more than you?—He might have done, but I did not see him.

Do you know a man of the name of William Bailey of Deal?—Yes.

Who had a particular nickname of Guts; do you know him?—I do not know him by the name of Guts; I do not believe there is a man goes by that name, not a man, I believe. There is a lad goes by the name of Guts.

Did you happen to see that man at the vessel on the Friday?—No, I did not.

Did you go on board the "North"?—No, not that day.

Did you go on board any other day?—Yes.

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When did you go to her again?—The next day.

In the same boat, the "Globe"?—No.

What boat did you go in, the next day?—The boat "Pearl."

Whose boat is that?—I believe it is Mr. Brittenden's, the baker's, boat; I cannot say in truth whose boat it is; his name is on her.

What time did you go off from Deal that day?—Daylight in the morning.

And what time did you get to the "North"?—Seven o'clock.

How long did you stay there then?—Stayed there until we were forced to leave. The water washed us off the deck nearly.

Were you trying to save any of the cargo?—I did save some of the cargo.

Did you bring any of it ashore to Deal?—I brought 10 bags of rice ashore; I put the other on board of a barge that Mr. Russell had charge of.

Did you bring anything besides the bags of rice?—Nothing; not so much as a rope yarn.

Did you bring a passenger?—No.

Do you know a Mr. Prebble of Dover?—No.

You did not bring back a stranger and land him at Deal?—I brought nobody, only our own people.

Were the bags of rice given up to the receiver?—Yes.

Was your boat searched by the coast guard?—Yes, it was.

Was another boat with you?—Two coast guards searched me.

What time did you get back to Deal?—We delivered our cargo by one o'clock. I cannot say what time it was we got back. We delivered the cargo of rice, 16 bags, about one o'clock.

How long were you on board yourself?—I should say four hours.

There was nothing else to get but rice, was there?—Yes, plenty.

What was there?—Anchors and chains, and several different things that you might pick up about the deck, such as old canvas and bits of old stuff, but nothing that would pay to get.

I should have thought anything would have paid you, as you had had the trouble to go out there?—Yes; so it would if they let me have it when I brought it ashore.

It would pay you to bring it ashore, but would not pay you to salve?—It would pay if I had it all.

Did you happen to take any of it?—Not the rope yarn, I will swear; not one rope yarn; only 16 bags of rice.

Captain *Hunter.*] Was there any objection to your taking that rice to Deal?—Yes, a little objection. There was no objection to us taking the 16 bags that we did bring ashore.

The *Inspector.*] The rice that you took out, did you bring that back to Deal in the "Pearl"?—The 16 bags.

And the other bags of rice you put on board the lighter that Captain Russell had out there?—Yes, he gave us 2 *s.* a bag to put it on board.

But 16 bags of rice you brought to Deal and handed over to the receiver?—Yes, to the receiver of wrecks.

The coast guard has not mentioned that?—That might not be reported in my name. Captain Russell, I believe, came on board and made a disturbance, and was not going to let us take any from the ship; but still he was unloading the cargo at the same time, that is, taking it out of the ship and putting it on board the barge, and there was a lot of people. If we go out to a wreck we think we are entitled to have some, too.

Did you go out to the ship again after that?—Yes.

What day did you go out again?—The next day; the third day.

That would be the Sunday?—Yes.

What boat did you go out in then?—In the "Pearl."

In the same boat?—Yes.

What did you bring back then?—Nothing at all. We lost an anchor, and got a pound in debt.

Captain *Hunter.*] There was something left to induce you to go out?—Yes.

The *Inspector.*] Why did you go out?—For the purpose of bringing cargo ashore, or anything.

Did you go aboard the third day?—No; it came on to blow and we had to bring up on the sand, and we lost an anchor and cable; we had to slip it.

The "Pearl" had brought an anchor back before you went out in her?—Yes; she had brought an anchor back before I went out in her, of four or five cwt.

Mr. *Mercer.*] Do you mean, when you say the things on board were not worth bringing, that the salvage payment was so small it was not worth the trouble?—The things would not pay us to bring it ashore; it was a lot of muck.

Captain *Hunter.*] You mean that all things that were worth anything had been taken away?—No, I cannot say they had been taken away, what was not there when I was there. I cannot say there had been anything taken away before; but what I saw was not worth bringing ashore. I should think there was not anything taken away. I did not see anything on board the vessel that was hardly worth taking away.

THOMAS HIGHT, recalled; Examined by the *Inspector.*

T. Hight.

YOU have written me a letter commenting upon some evidence given by Captain Simpson, and I thought you had better explain it yourself upon oath. On the 16th September you saw Captain Simpson?—Yes.

Did he produce a letter to you from the Secretary of Lloyd's Salvage Association?—Yes; which letter I have (*the Witness produced the letter*).

It is a letter addressed by J. A. W. Harper, secretary to Messrs. Thomas Hight & Son, receivers of wreck, at Deal, calling Mr. Hight's attention to the purpose of the Committee to investigate the circumstances of the alleged plunder of the "North," requesting his assistance, and intimating that the investigation was considered a most important one. On receiving that letter what did you do?—I gave Captain Simpson the names of all the boats, and the masters' names as well. I should say about 30 boats.

And what other information did you give him?—I told him, if I could be of any assistance to him I would render it to him in any way he liked.

Giving him the names of the boats, and their owners, was not of any great assistance, was it?—He

—He did not ask me for any more, and I could not give him any more assistance at the time.

Could you not have mentioned who the principal persons in Deal were who were in the habit of dealing with such goods as you lost in the "North"?—I could have told them that, but the question was never asked of me.

Did you give him the names of the boats from which you have received wreck?—Yes.

You are quite sure about that?—Yes; and the masters' names too, as I have got them in my book.

I believe you did not consider it any part of your business to go down to the beach yourself to see what was happening to the wreck?—No; sometimes I go on the beach, but the coast guard generally report things to me, and I used immediately to put them into store as quickly as possible.

With regard to the entries in your book, the entries are made sometimes by you and sometimes by your clerk, Mr. Neave?—Generally by myself.

Can you tell whether all the entries about the wreck of the "North" were made by yourself?—Most of them, if not all.

Did you make them from information you received from Mr. Neave, or from information you received from the different boatmen who brought the things into your store?—As they came into the store I took an account of them.

How can you account for several mistakes having taken place in the names of boats, and of the several persons who brought the things into your store. For instance, I will give you one. Turn to your book. Do you find an entry of the 1st September, George Trott, of the "Leander" of Deal, 30 fathoms of inch and three-quarter chain cable. Did you make that entry?—Yes. It appears to be here, "Leander," George Trot, 30 fathoms of inch and three-quarter cable.

As it happens, it was not George Trot who brought it to you, of the "Leander," but it was John Files, who brought it in the "Sappho;" how can you account for such a mistake as that?—That is what was reported to me.

Who reported it to you?—One of the porters who came in with the cable gave me the entries that I have in my book.

Look at the one before, to John Berry, "Mayflower," of Deal?—I have not any "Mayflower" reported to me.

What have you got on the 1st of September?—Two carronades.

What boat have you for that?—I have not any boats named for that in my book.

How comes it, in the copy you gave Mr. Cumberland, you put "Mayflower"?—From one of the people since, it must have been.

It was the "Little Wanderer" that brought the carronades in?—It must have been a mistake of the coast guard then, because I asked them what the boat's name was.

Will you look at an entry of the 31st, with regard to the boat "Renown," of Deal?—"Boat 'Renown;' John Files."

Can you remember whether there was anything else brought into your store, excepting what appears in that entry?—Nothing else at all.

I do not say it was of any value, but was there not an old hat and a hat-box brought into your store?—Yes, I believe there was.

What did you do with that?—The captain came up to the store at the time, or a day or two afterwards.

What captain?—The captain of the vessel; and he saw this hat-box, and the hat was in it, and he said it was his, and he took it away.

Was he not bound to pay salvage for that?——They never do in such cases; what belongs to the captain or men they generally take away with them.

What quantity of seamen's clothes have you got in store?—I have not any now.

Were any clothes brought in by the boats; there are none returned here?—There were some clothes belonging to the mate, I think, to the best of my recollection; and the sailors came along, and I think they let them have them.

Do you remember what boat it was that brought that ashore?—I think it was the "Lord Clarence Paget."

There were some books brought ashore?—A few old books, of which I took no notice at all, and they are there now still. They are not worth taking notice of.

Did you hear of any live stock being brought ashore at Deal?—I did.

Did you make any inquiry as to what became of it?—A few pigs, I think, they were.

We have heard of some small pigs being brought ashore, but did you hear of any larger pigs having come ashore in the boats?—No; they were all pigs about the size of a little kitten. The captain told me about the pigs in my store.

T. Hight.

24 May 1867.

GEORGE SAMPSON CATT, sworn; Examined by the *Inspector*.

G. S Catt.

WHAT are you?—I am out-door officer of customs at Ramsgate.

How long have you been at Ramsgate?—Very nearly my whole time.

How long has that been?—Thirty-eight years.

You are pretty well acquainted with the boats at Ramsgate?—Very nearly all of them.

Can you remember what boats were away from Ramsgate on the 30th August last?—From what I can remember, and from what I could get from information received and inquiries I have made, I can find the only boat that was away that had to do anything with the wreck was the "Morning Star," the "Princess Alice," and likewise the "Princess Alexandra," did on one or two occasions take out pleasure parties to go round, not to go to the vessel itself.

Can you tell me whether either of those days was the Thursday?—Really I cannot tell you; I believe it was the morning after the wreck, the "Morning Star" went.

That was the Friday?—Yes.

Do you remember whether any of the smaller boats, pleasure boats, left Ramsgate that day, the day of the wreck?—I cannot say.

You know those three or four small boats with cabins that went out just below the lugger?—Yes.

Did any of those leave Ramsgate that day?—No;

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No; there is only one class of boats can go there on the start, as they term it here.

Are not those smaller boats let out to persons to take a cruise in by themselves?—Oh, yes; several small boats are let out in that way, and two or three private boats.

Is the "Morning Star" one of the largest boats here?—She is one of the largest. She is a boat of 122 tons, as big as the "Princess Alexandra" and the "Princess Alice," with, I think, a little more tonnage.

How many luggers are there that hail from here?—The "Champion," the "Morning Star," "United Friends," the "Princess Alexandra," and the "Princess Alice;" and the "Phœbe" is employed generally in fishing.

Was she employed so at that time?—She was on the run, I think, at that time. There was another boat, but last year she ran out to a vessel in the Downs, and was lost.

As far as you have been able to learn, there is no boat went to the wreck from Ramsgate, but the "Morning Star?"—Nothing but the "Morning Star."

[Adjourned.